BOURCHIER, CROFT AND Real Estate Brokers MALLETTE

Victoria Daily Times.

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Vol. 11.--Seventh Year. VICTORIA, B. C., WEDNESDAY, MARCH 19, 1890. No. 243

THE DAILY TIMES

PUBLISHED EVERY LEGAL AFTERNOON.

By the Victoria Times Printing and Publishing Company, Ld.,

At the Office of Publication, Yates Street, near Government, Victoria, B. C.

SUBSCRIPTION TERMS:

Delivered by Carriers in any part of the city, by the week, for.....15 cts
paid in advance, one year for.....$12 00
" " Six months.....$ 6 50

Mailing to any part of Canada, the United States or Great Britain, daily, per annum.....10 00

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THE WEEKLY TIMES

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THE TIMES P. & P. CO., Ld'd.,
Victoria, B. C.

Wm. TEMPLEMAN, Manager.

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY

A few weeks ago the publishers of THE TIMES announced the proposed publication of an edition of 30,000 copies, to be devoted exclusively to the interests of the City of Victoria, and to-day that edition is issued.

The publishers would have preferred to embody in this special number a statement of the industrial status, resources and prospects of the whole province as comprehensive as that appertaining to Victoria, including biographical sketches, and other features inseparable from the object in view. In this instance, however, inclination had to give way to circumstances over which the publishers had no control. To have followed out this programme would have involved a range of inquiry too vast to admit of assimilation within the period of time allotted between the inception of this number and its publication.

With one object in view, to give a concise and comprehensive statement of the resources of Victoria, and that to be accomplished in a limited time, no attempt has been made at elaborate journalism. THE TIMES appears to-day in her every day dress, slightly enlarged, and containing a large number of specially written articles relative to Victoria, which we trust will be of especial interest to our large army of regular readers, and which cannot fail to be of interest to the thousands of strangers into whose hands it will find its way.

A very limited number of engravings have been introduced; but whether it was expedient to use these, is still a doubtful question, as they occupy space, which might have been devoted to an even more comprehensive summary of the business interests of the city, than we have given. To our subscribers these illustrations are but pictures of their every day life, and can be of but little interest to them; but on the other hand, so many copies are being sent abroad, perhaps the cuts will serve as an index to the character of the city, for a very accurate idea of the magnitude of a place may be gleaned from the appearance of its public buildings and principal residences, so that perhaps the pictorial portion of this issue may serve a good end after all.

The publishers have not aimed at a special edition after the style of the holiday numbers which have from time to time being issued by the British Columbia press, but have endeavored to print an issue special in its adaptation to the interests of Victoria, and special in point of numbers to be circulated, so that the outside world may know more of what has been so aptly called, "the Queen City of the West."

WANTED: STRENGTH, BRAINS, AND MONEY; any men with such commodities can bring them to no better market than Victoria. Such, in a few words, is the meaning of this issue of THE TIMES, and our merchants are sending away 30,000 copies to make our wants known throughout the world. Do not suppose, however, that we are quite destitute of these possessions. Judge a city by its newspapers. If any has better prospects than are set forth in these pages we tender our hearty congratulations. For Victoria is enjoying great prosperity.

It is just a hundred years ago since our harbors were discovered by a Spanish exploring expedition. This centenary finds a prosperous, growing state, and solid foundations of a metropolis. Capital of a territory of some 350,000 square miles, with all its future lying as buried treasure awaiting the hand of man; western seaport of the New World, bidding for all the commerce of the Indies, and Cathay and the South Seas, a wider prospect than was seen by Columbus and Balboa. Veitoria, even in the immediate future, must be a large city, but has a destiny which it would be hard to estimate.

In the sober realities of to-day we have more openings for capital than we can possibly do justice to, for, for every dollar in our pockets there is a fifty dollar investment in coal, gold, fish, or timber, real estate or railways, an investment which might be made with confidence of a fair return. Even money entrusted to brokers for small and casual investments in mortgages or house property returns from six to ten per cent after payment of commission, and our banks are among the most successful on the continent.

Again we must give vent to our feelings. We want the man with strength, money or brains. We want him with one of these possessions; we want him twice as much if he has two; and if he has all three our emotions will require for their expression all the resources of the English language.

Natural History.

In a few days we shall see the inauguration of a society on the same general basis as the Historical Society of Winnipeg, and others likewise engaged in doing good work in the field of science. Many of the ablest men in the country are among the projectors, and the scheme is popular, and shows very fair promise of success.

OUR CITY HISTORY

The Past, Present and Future of Victoria—A Foundation of Gold.

From 1858 to 1890—Development in Early Days—Encouraging Outlook.

This number of the TIMES commemorates the centenary of the finding of Royal Bay by the Spaniards, who, in July, 1790 named our harbor Puerto de Cordoba. The vessel was a seized English sloop, the "Princessa Real," the expedition that of Elisa. The whole coast was then being explored in hope of finding the North West passage, that great hope of three hundred years, a commercial highway round the world by sea. But the time was not yet come, so for half a century the country was occupied by the Hudson's Bay Company as a game preserve, and the Indians prepared for the approach of settlement. But in 1841 Sir James Simpson, inspecting this part of the Company's dominions, had the wisdom to see that the south-east end of Vancouver Island was the "most valuable section of the whole coast above California," and proposed to the directors in London an establishment here as a future base of operations, because the Columbia Valley was being overrun with settlement which destroyed the fur trade. Whalers might be induced to winter there also, and Russian Alaska could be supplied with grain. In 1837, the steamer Beaver had found her way into Victoria harbor, then Camosun Bay. In 1842, James Douglas, after a careful survey, selected this as the site of the proposed settlement, and in 1843 the Beaver conveyed an expedition to the place where, on the 19th of March, the erection of Fort Camosun was begun.

When Great Britain relinquished Oregon, Camosun became Fort Victoria, the Company's base of operations on the coast. A large fur trade was developed, and the Island was leased from the Crown for the foundation of a colony. A little village grew up under the walls of the Fort, of not 300 people, laid out as a town in 1852, an arrangement in log houses and mud, which, as the menace of the Indians grew less, waxed very independent and fond of politics, until at last, in 1858, it became the capital of a real Crown Colony, with Sir James Douglas as Governor.

Fabulous quantities had been found of both coal and iron. Gold, also, had been seen and even worked in many places. Hopes, expectations and rumors filled the air with a promise of great things to come; and then with the rush of a tidal wave a population was hurled headlong into the quiet settlement, and the first mad Gold Fever was begun. The population under canvas here that winter has been estimated at from twenty to thirty thousand; hotels, wharves, stores, places of amusement, etc., rose like magic, and when in 1859 the wave had rolled back of the disappointed from the Fraser gold field, there remained a town of 3500 people, while three thousand more were exploring and mining in the interior. The Fraser river excitement has been followed by the Cariboo, Leech river, Omineca, Stickeen, Cassiar, Kootenay and Yukon gold fevers, and these have all in turn added to the commerce of Victoria, and aided in the exploration and settlement of the country.

A union of the island with the new mainland colony, followed in 1871 by the Federation of Canada has opened the eyes of all men to a great reality. There was yet to be a further and greater Federation, and Victoria was not to be a mere trading post, nor yet an abortive settlement, nor was its destiny to supply whalers, Russian fur traders, or even gold miners. It was destined to become a great and splendid city.

With the gold fevers began the organization of the city. The first newspapers were started in 1858. In 1859 the police force, land office and courts of justice were organized, and their officers appointed. In 1860 the government buildings and James Bay bridge were built, four church bodies, a hospital and several secret societies were organized. In 1861 the city began manufacturing, the Albion Iron Works, now the largest north of San Francisco, and a furniture factory being started, and followed in 1862 by gun making and harness making. In 1875 soap-works and spice mills were erected, and at that date there existed brass works, planing mills, a boot factory and cigar factory, and ship building on a small scale had long been in progress. To these have been added four boot and shoe factories, lithographing and printing houses, four wagon and carriage factories, another furniture factory, a saw mill, a box factory, wire works, corset factory, vinegar and pickling, meat packing, bookbinding, cracker baking, cooperage, cigar and cigar box, and other factories, an oatmeal mill and more soap works. There are now two lumber yards, stone yards, ship yards, ice factory, and many other important industries. The city was incorporated in 1867, and the wonderful organism of it has kept pace with a steady and rapid growth in the rate of which Victoria is the third town in Canada. The markets to appease a growing appetite for fuel, food and water; together with the needful drainage, the arteries of the streets, the cellular tissue of houses, the nerves of the telegraph and telephone, the sight of gas and electric light, the brain tissue supplied by our unusually good book stores and library, the ears of the newspapers, the tongue of members of parliament, the public press, and the lungs of recreation, and the making and using of the human blood, have all been as healthy and perfect as could be desired. If the schools and churches and good behavior of the city are an indication of its moral condition there is little fear for it, for Victoria is as orderly as an English country village.

Victoria ranks as fifth port in the Dominion. The exports for the year 1889 were as follows:

EXPORTS—PORT OF VICTORIA, 1889.

Mines (Gold).....	$ 499,825 00
Fisheries.....	2,206,950 00
Forest.....	105 00
Animals (Furs).....	184,024 00
Agricultural.....	772 00
Manufactures.....	34,430 00
Total.....	$3,068,845 00

The imports for the same period were $2,912,198.00.

Victoria carries on trade with the United States, Great Britain, Australia, China, Peru, Chili, Sandwich Islands, Japan and Mexico, in coal, fish, hides, treasure, lumber and furs. Among the leading resources of the town apart from its position as a government, social and educational centre, and a manufacturing and commercial city, may be named the sealing interest, the fishing and Indian trade of the northwest coast, and the fur trade of the Hudson Bay Company.

Last year 22 British and 8 foreign sealing schooners brought to this port a catch of 35,310 skins valued at $247,170.

The shipments of gold dust from the banks amounted to nearly half a million dollars.

The salmon pack for 1889, of which the greater part was handled by our merchants, realized the enormous value of $2,208,617. There have also been several shipments of salted and frozen fish, including the produce of the skil fishery, a new industry.

The coal output of Vancouver island amounting to 548,563 tons against 489,300 for 1888, included the first shipments from the great Union mines near Comox. It is estimated that apart from all the business set forth above upwards of 70,000 tourists visited the city last summer.

The principal commercial needs of the community are the establishment of a tourist interest on our northwest coast, the extension of the Island railway to Fort Rupert, the construction of the Canada Western Central, connection by ferry with the American system of railways, and the establishment of manufactures.

The population in 1863 numbered 6000, in 1886, 14,000, and is now stated by the city council to be 20,000; besides some 2500 Chinese and a few Indians. The increase last year is estimated at 5,241.

But apart from the immediate prospect of the city becoming large and prosperous by reason of the natural wealth of the country, there is a promise far greater before our eyes. Esquimalt has become a naval station. The Island railway has made tributary to it the supplies of large settlements, the richest coal field of the North Pacific, and ultimately, the iron of Texada. The choicest spars in the world, and a dry dock that cost $000,000 are added to its value as a seaport. The place is entirely healthy; the anchorage is very large, the shelter perfect, and the approach can be made blindfold, so wide is the channel and so regular are the soundings. The present railway terminus, Vancouver, can only be safely approached by Haro straits, commanded by a foreign power, which can make them utterly impassable. Moreover, Esquimalt is seventy-five miles nearer to Asia. Esquimalt is indeed nearer to Asia than any other available railroad terminus except Fort Simpson. But Fort Simpson has no possible farming land, and is not easily approached from the Pacific. Esquimalt harbor, therefore, is the natural terminus of the Canadian railway system.

Strategically as England is to Europe, so must this island be to North America. As the English Channel is to the one, so must the Straits of Fuca be to the other. And as London is to the Old World, so will the Great Terminus be to the New. This article began with slight mention of the great hope of three centuries, a northwest passage round the world by sea. And now at last this passage is disclosed. Not as the Spaniards, and Cook, and Vancouver, and the Russians, and the French all sought to find it; that sea route to the Indies that Columbus first sought in vain. We Caucasians of Central Asia have overcrowded Europe, and overrun America, and are now seeking our Imperial Highway round the planet. Here at Victoria the tide of immigration from old Asia has met us, and at the confines and meeting of the two great tides the Chinese are our servants. We have paused at the western limit of the New World to find the shortest way across the Pacific ocean. The natural terminus of the best route is Esquimalt harbor. And so Victoria sits triumphantly by the Straits of Fuca awaiting the consummation of this most singular series of events to become one of the great cities of the world.

A CURIOUS COMBINATION.

Last week at Montreal, not less than six hundred ladies and gentlemen assembled in the Queen's Hall assembly rooms to witness the marriage of Miss Fanny Harris, daughter of Mr. Lee Harris, the chiropodist and real estate agent, to Mr. S. Jacques Cornstein. His Worship the Mayor, the Hon. Colonel Rhodes, Commissioner of Agriculture, and Mr. James McShane, graced the occasion with their presence. The combination in one gentleman of the profession of a corn cutter with the business of a real estate agent is surely a new one in Canadian life, and it is suggestive. In Europe it is not very unusual for a surgeon, or a dentist, or a barber to cut corns and bunions, and to clothe his profession in Greek, by calling himself a chiropodist. In England a good chiropodist makes a very large income, and is one of the benefactors of his species. In one of our chief English cities one well known man whose father was a chiropodist, makes the handsome income of from $10,000 to $15,000 a year —chiefly from regular subscribers of a guinea a year—which is much better than half starving as some young doctors do.

—The tug Lorne towed the bark Archer to sea this morning.

JUBILEE HOSPITAL.

An Important Public Institution—How it was Built.

The Royal Hospital will, in the course of a couple of weeks hence, be a thing of the past; nevertheless, in its day it has proved a most useful and worthy institution, and has at all times met with a hearty support from the public. The wants of the City have, however, outgrown its capacity (the accommodation at its fullest extent being for only 30 patients) and the extension of its usefulness became so pressing in January, 1887, that the Directors began to take active steps towards the erection of a new institution, which should meet all emergencies of the times and likewise endeavor to make it a paying institution by the provision for pay patients, for whom no special accommodation could possibly be provided in the Royal Hospital. The year 1887 being the Jubilee year of the reign of Her Majesty Queen Victoria, the Committee decided to call a public meeting, at which a considerable sum was raised, and with a canvass of the City and the Province, resulted in the handsome sum of $20,000 being subscribed. This amount was further supplemented by a grant of $20,000 from the local government, and enabled the General Committee chosen by the subscribers to at once arrange for a site and erect a suitable building thereon.

Considerable difference of opinion existed on the question of site and much delay was caused, but ultimately the present one on Cadboro Bay Road was decided upon by a large majority of the General Committee.

Tenders for plans and estimates of cost were then advertised for and after long and careful consideration by the Committee the plans of Mr. John Teague, architect, were adopted.

Tenders were then called for the erection of the building, Mr. J. P. Elford being the successful competitor for same, his contract amounting to $50,558; when furnished and opened it will cost fully $60,000.

The contractor commenced operations in January, 1889, and the erection has proceeded uninterruptedly to the present time, and there now stands a noble pile which it is hoped will be ready for the occupation early in May, a credit to the City and all who have been instrumental in placing it there.

It is intended and arranged to accommodate 50 ordinary patients, and there are also wards for 14 pay patients. There will be a resident surgeon and staff of fully trained nurses, and every want that medical skill can devise provided for the alleviation of human suffering.

The Local Government will probably contribute an annual grant, and with pay patients and liberal support from the public there can be no doubt the institution will prove a solid success when in full working order.

An Act of Incorporation is at present before the local house, and it will be taken over, completed and equipped. The new Board of Directors will be nominated under the Act to represent the subscribers, and Directors to be likewise nominated by the Lieutenant-Governor. The names of the first 12 Directors, chosen by the General Committee, are: Joshua Davies, J. Stuart Yates, James Fell, E. A. McQuade, Alexander Wilson, William M. Chadley, Honorable Mr. Justice Crease, William C. Ward, C. E. Redfern, Charles Hayward, Thomas R. Smith.

Objections have been raised in some quarters as to the distance, but it may be here stated that the new line of Tramway cars run right up to the Hospital grounds and arrangements are being made for a special ambulance car to run on the line which would make the distance rather less than it takes to get to either of the present Hospitals in the City and in an incredibly short space of time.

Fully $10,000 more is now required to complete the building and there will be the cost of fitting and furnishing up, so that the Committee need all the support the public can afford them. The location of the building is so picturesque that the neighborhood bids fair to become the favorite residential suburb of the City ere long.

The expected visit of the Duke of Connaught to the City in May will be made available if possible to ask his consent to formally open the new building and thus give it a right royal send off on its errand of mercy. A cut of the Hospital appears on this page.

—The Barbara Boscowitz goes north on Saturday.

OTTAWA LETTER.

A Select Committee Appointed to Enquire into Alleged Charges

Against General Middleton—The Orange Bill Passed the Commons.

From our own Correspondent.]

Ottawa, Ont., March 11.—A very important debate took place last week in the Commons on the Bresaylor half-breeds. I have referred already, no doubt, to this matter, but a few additional words may be of interest, as the case will be attracting more than general attention soon from the course affairs have taken. Mr. Lister, M. P., moved for a special committee to enquire into the claims of those halfbreeds, and also to the claims of one Bremner, a halfbreed, who, it was said, lost a valuable lot of furs, placed in the hands of General Middleton for protection during the Northwest rebellion. The commission appointed to investigate all the claims refused compensation to the Bresaylor halfbreeds on the grounds that they contributed towards their own losses by having joined the rebels. These charges the Bresaylor halfbreeds deny and say that if they cannot prove to the satisfaction of all concerned that they were loyal to Her Majesty the Queen during that uprising they will forego all claims to compensation. In brief, they asked to be heard, on the ground that the Royal Commission refused important testimony on their behalf, while at the same time they passed the claims of those who took part in that rebellion. On his word as a member of parliament, Mr. Lister assured the House that he believed, if he were granted the committee, that he could prove to the satisfaction of everybody that these contentions were accurate, and ought to be remedied.

BREMNER'S CLAIMS.

Coming to the claims of Bremner, Mr. Lister showed, and all of the members concurred in the statement, that the claims of Bremner stood on an entirely different footing. Bremner, along with some other halfbreeds, were arrested by General Middleton at Battleford on a charge of treason, it being contended that he and his companions were aiding the rebels. Later on they were released on their own recognizances. From that time until now no further charge, or nothing was proved against them. Bremner's furs, valued at $7000 by himself, were in charge of Middleton at Battleford. When peace was restored Bremner was unable to get possession of his furs. It was said, and there is correspondence in existence to give color to the statement, that two boxes of furs were packed and selected for Middleton at Ottawa, one for Hayter Reed, Indian commissioner, and another for S. Bedson, warden of Stoney Mountain penitentiary. At all events the question is not as to who got possession of the furs, or as to whether Bremner was a rebel or not, but simply this: Did Bremner lose his furs through the action of Middleton or anybody else after being placed in the hands of Middleton, and if so he is entitled to compensation, whether rebel or loyalist. Before his property could be confiscated he had to be convicted as a felon, and then only could it be taken by the Federal authorities. Sir John Thompson clearly concurred in this point, but refused committee on ground of disloyalty of Bresaylor halfbreeds.

A COMMITTEE APPOINTED.

Sir Richard Cartwright, quickly observed this, and moved that the committee be limited to consider the question of Bremner's furs alone. This the government could not well refuse, and to get out of the difficulty Sir John Macdonald moved the adjournment of the debate, which was carried. Later on the committee was granted, and the whole question will be fully ventilated. In the meantime, it is said, some Ottawa ladies are wearing very fine furs, and an opportunity will be given them, or their husbands, to show that they were not taken from Bremner's lots. Some interesting evidence will be forthcoming. No doubt Sir Fred. Middleton will be able to show that he, who received $20,000 in a gift from Canada for the part he played in suppressing the rebellion, along with the distinguished honor of knighthood from Her Majesty Queen Victoria, never stooped so low as to illegally take possession of the furs of a halfbreed, whether he was a misguided rebel or a true loyalist.

THE ORANGE BILL.

At last the Orange Bill has passed the Commons and awaits its third reading in the upper chamber. It is not the Orange Incorporation Bill of the past, but merely a benefit society which carries no sting with it to anybody save the name of "Orange."

THE RYKERT CASE.

Some very interesting documents have been added to the batch of letters re the Rykert case. The sons of Sir John Macdonald and Sir Charles Tupper deny all connection with the sale of that timber limit, located at Cypress Hill, but Mr. J. C. Rykert insists that their memory is not good in this regard. The debate on the resolution of Sir Richard Cartwright promises to be a memorable one certainly for Rykert.

SLABTOWN.

BATTLE OF DORKING.

TO THE EDITOR OF THE TIMES:

SIR,—In speaking of the "Battle of Dorking" in your yesterday's paper, I think you made a mistake. It runs in my mind that it was the French, not the Irish, who were supposed to have invaded England by means of the Channel tunnel; and, it was the publication of this supposed invasion that caused the government to prohibit the construction of the tunnel. In case this is correct, it would need no explanation as to where the fleet was. RICHARD EWART.

[NOTE.—There was a typographical error "Irish" having been printed for "French" in the article referred to. ED.]

THE LEADING FIRM.

Messrs. Bourchier, Croft & Mallette Farm, Timber, Mineral Lands.

The firm of Bourchier, Croft & Mallette stands in the foremost rank of the Real Estate Brokers of the Pacific coast. For enterprise and stability in business they stand unrivalled. It is chiefly owing to their opinion that the riches and natural advantages of British Columbia are now fully understood abroad; that the present issue of the TIMES has been published, Messrs. Bourchier, Croft & Mallette alone taking 10,000 copies of this edition, and they have made arrangements with a leading firm of advertising agents whereby copies will be spread abroad through the principal clubs, hotels, newspapers, etc., and in fact in all places where the circulation of the issue will prove of the greatest good to the province.

Messrs. Bourchier, Croft & Mallette also have an extensive insurance and mortgage business, and while their connection with mining interests at the present time is large, still, in the near future, it will greatly increase, as it is a well-known fact that when the great development of the railway system in British Columbia and the subsequent rapid rise in the values of mines owing to the low rates of transport of machinery and stores, which will take place when the railways are built, there is no doubt but that a large amount of business will be transacted in connection with the mines, and Messrs. Bourchier, Croft & Mallette in view of this are making full inquiries as to mining property in this province, including gold, silver, lead copper, tin, zinc, asbestos; also marble both for statuary and building purposes, and granite, sandstone and porphyry quarries, coal and iron mines.

This firm have secured samples from the above mines in such numbers that they have by far the finest collection of the mineral wealth of British Columbia. The advantage of this valuable collection, which includes minerals from other countries, is that it will be of incalculable benefit to prospectors who will be able to compare samples from new mines with specimens in the above mentioned collection.

They have given great attention to the forest wealth of British Columbia and have a fine collection of the timber of the province. They deal largely in timber lands, which are becoming more valuable every day owing to the denudation of the forests in other countries, and the magnificent lumber being adjacent to the numerous fiords enables the lumbermen to compete favorably with those countries which have cheaper labor. Any one desirous of entering into the lumber business cannot do better than consult with Messrs. Bourchier, Croft & Mallette.

In conclusion we may state that Messrs. Bourchier, Croft & Mallette have the largest list of farms, lumber and mineral lands, city property, and mining stocks on the Pacific coast, and are by far the largest real estate dealers in Victoria. Their financial standing is unquestioned. Their offices are luxuriously furnished, handsome cabinets of minerals, numerous specimens of the products of the province, and complete maps of all sections of the country, making them a most convenient place to obtain almost any desired information about British Columbia.

—Market men are now paying from $1 to $1.25 each for spring salmon, and are of the opinion that these prices will prevail to the end of the run of this prime species. The large amount of Eastern orders on hand in a measure accounts for this stiffness of prices.

POPULATION.

Gratifying Increase—22,000 People in Victoria.

The population of Victoria is claimed to be 22,000. Mr. William Dalby, one of the city assessors, and a collector of votes, gives that number as his estimate. No census has been taken since 1881, and of course there is no official data on the subject, but from various sources of information, the actual number of residents is set down at the figures mentioned. The voters' list, for instance, contains about 4,000 names, and upon the basis of five to a family this would give about 20,000. But the list was completed six months ago, and during that time the increase has been more marked than at any similar period in our history. An additional 2,000 may therefore be added to represent the increase since the list was finished.

Mr. John Jessop, immigration agent for the Dominion government, has kindly furnished us with his estimate of the increase of population in the Province for last year. It is as follows:

Vancouver Island.....	5,000
Vancouver City.....	4,000
New Westminster District.....	2,000
Interior.....	1,000
Total.....	12,000

This is only an approximate estimate and is perhaps faulty. Mr. Jessop says: Indeed we must wait for the census next year before we are able to set down accurately the progress of this most prosperous decade. The Canadian Pacific railway has created cities, towns and settlements all along the line, established national and oceanic commerce, and brought in a flood of immigration both from Europe and the Eastern provinces. Mr. Jessop considers that our prospects this spring are even better than the last; and when we remember that 1889 was the most prosperous year in our Provincial history we may really consider that we have a good time coming."

At Government House.

His Honor Lieut-Governor Nelson will entertain a number of guests at dinner at Government House on Friday evening next.

New Industry.

Mr. C. N. Gowen, who recently went to New York to learn the secret of manufacturing lager beer, which he thoroughly acquired, will put in increased plant in his brewery in a short time and commence brewing lager, a brand which at present is largely used here, but which is imported. He hopes to stop the drain of coin from this province in his new venture.

CUSTOM WORK.

Overalls, jumpers, shirts, underclothing or pants made to order without extra charge, if we cannot fit you from stock. Our spring stock of boots and shoes is now complete, every pair stamped with the maker's name, and only the best brands kept in stock. Russell, McDonald & Co., Masonic building, Douglas street, opposite the Iron church.

SPORTING NEWS.

The Maple Leaf baseball club will meet at the American hotel this (Wednesday) evening, at 8 o'clock for the purpose of re-organizing for the approaching season. A full attendance is desired.

SULLIVAN TALKS.

John L. Sullivan says: "I shall never fight again under London rules and I will only engage in one more glove contest, and that will probably be with either Jackson or Slavin. The athletic club where the fight takes place, will have to put up $25,000. I have not come down one penny in my price and I don't intend to."

Jake Kilrain has gone to Richburg to serve out his sentence of two months.

IN QUEST OF QUINN.

Matsada Sorakichi, the champion middle-weight wrestler, who for several months past has been indisposed, and unable physically to contest with the sturdy knights of the padded floor, has been taking good care of himself lately, and Turkish baths, frequent trips to the country and plenty of exercise have developed his muscles and brought a ruddy glow to his cheeks again. He is jubilant over his good health and strength, and is anxious to get on a match. He says that Quinn, who seemed so ready to make a match with him while he was sick, is the man he is looking for, and if Quinn has the right kind of stuff in him he should make good the claims he had on a "decease to defeat him." The Jap says he is willing to wrestle Quinn for all the money he can put up, the match to take place inside of two months. He wants to vindicate himself before the public for the poor showing he made with Quinn while sick.

THE DISPOSAL OF REFUSE.

TO THE EDITOR OF THE TIMES:

SIR—In reference to this most important question, now under the consideration of the council, allow me to call attention to works recently done at Southampton, England, as suggestions as what may be accomplished here.

A portion of the sewage from the low-lying district is lifted 18 feet by the Shone hydro-pneumatic ejector without ingurring any cost for fuel, as the solid town refuse is burnt in one of Fryer's destructors, and in doing so steam is generated by passing the products of combustion through specially constructed boilers generating steam for driving not only the air compressing engines required and work the ejectors, but also those of the electric lighting plant. The engines also supply compressed air to a township two miles distant for a similar use in raising sewage by a Shone ejector. The refuse in question is about 70 tons per day and produced about 70 indicated horse power.

If the Victoria refuse crematory could be combined with the high level pumping station and the electric light works a considerable additional saving could, no doubt, be obtained. As it is now then probable that any well considered system of sewage will provide a lift somewhere on the main intercepting line like that at Southampton, suggests a still further use for the ever valuable caloric, the main product from the scientific and economic disposal of town refuse.

THOS. C. SORBY.

HOME AND FOREIGN

Edmund Yates' Weekly Gossip About Royal Personages.

The Fire at Laken Palace—City and Provincial News, Etc.

London, March 19.—Edmund Yates' London cable says the Queen was looking very well again last week. At the last drawing room she did not stay all the time, so many missed seeing her. She sat a good deal, for she cannot now stand very long or go up stairs, and on her visits to Lady Ely and the Duchess of Fife she was received on both occasions down stairs. Rheumatism, from which Her Majesty is suffering, and which has become chronic since her fall, has caused a contraction of the muscles of one of her legs. It does not apparently impair her general health, as she is well and looks so, but there is no disguising the fact which every one admits, the

QUEEN HAS AGED

considerably in the last two years.

The yacht Victoria and Albert is to be escorted across the Channel by the Osborne, Galatea and Enchantress. The Queen will arrive at Cherbourg at 4 o'clock on Wednesday. She will sleep and dine on the yacht. On Thursday morning she will go direct to Aix-les-Baines, where she will arrive early on Friday. She will stay there three weeks and return to Windsor by the same route. The Queen is to reside at Aix-les-Baines, in the Villa Victoria, an annex of the Hotel Del Europe. The Queen's horses, carriages and stable servants with heavy baggage, and Her Majesty's chaise and donkey which draws it, have all arrived at Aix.

THE QUEEN'S FELT

Lieut.-Gen. Sir Howard Craufurd Elphinstone's death intensely, and those who saw her at the time described how much she wept at the news, and to every one to whom she spoke during her stay in London she described her feelings of sorrow at his loss and grief at losing one of her oldest and most attached friends and servants. She had seen him recently before he died, as he dined at Windsor to say farewell to the Queen prior to his departure for six weeks to recover his health, which had suffered much from influenza.

The King of Holland has experienced another relapse, and the state of his health again causes considerable anxiety.

A ROYAL REGRET, ETC.

It is no secret that the Duke of Edinburgh regrets the exceptional way in which he was pushed upward in the navy, with the result that he finds himself practically shelved at the age of 45. If true, it is not surprising that Prince George of Wales begged that he may not be promoted while still occupying a junior place.

Empress Eugenie has rented a villa at Florence, where she will reside the greater part of the autumn. She occupied the same house fourteen years ago.

One of the losses most acutely felt by the Queen of the Belgians was the destruction by fire of the Laken palace of the only picture in existence of her son, the young Duke of Brabant, who died in 1830. Heinen, a well known Belgian, has contrived to reproduce a portrait from the faded photo.

FROM ROME.

Rome, March 19.—The Pope through the marquis of Lorne, who with Princess Louise were received, sent his regards to Queen Victoria.

General Simmons, special envoy from Malta to the Vatican, has announced that a treaty was concluded by himself and the papal authorities with regard to the statutes of Catholics in Malta, and has been ratified by his principals.

TRAIN ACCIDENT.

Baraboo, Wis., March 19.—A collision of two passenger trains occurred at Lavalle on the Chicago and Northwestern rail road this morning, and four passengers were seriously injured and several others slightly hurt. The trains had orders to meet and pass at Lavalle, and as No. 4 was heading on the siding the vestibule train struck in between the baggage cars and smoker, throwing the latter on its side and telescoping the second coach. One man received a fractured skull and cannot possibly recover. Two others received injuries to their spine which may prove fatal. Another is thought to be seriously hurt. A lady by the name of Miss Jennie Hume, en route from Pleasant Grove, Minn., to Nova Scotia, was in the telescoped car and received bruises about the face to such an extent as to be unable to continue her journey.

CITY NEWS.

—A boating club has been formed in connection with the Y. M. C. A.

—H. M. S. Acorn left Esquimalt at 7:30 o'clock this morning for Vancouver.

—The steamer Barbara Boscowitz from Alberni, brought a small freight of skins and oil.

—Ask your grocer for a box of Pendray's Electric Soap, twenty bars for one dollar.

—Regular communication of Vancouver & Quadra Lodge No. 2, A.F.&A.M., this evening. Work in the second degree.

—Thirteen hundred and eighty sacks of bran and feed were part of the last Frisco boat's cargo for Brackman and Ker.

—A "C" batteryman named Hall has been sentenced to 42 days imprisonment by regimental court-martial for the theft of musical instruments.

—The sealing schooner Penelope was spoken last week off Umpqua with 17 seals, and all well. Another sealer was too far off to be made out.

—Freight brought up on the City of Puebla yesterday amounted to 216 tons for Victoria and 70 tons for Vancouver. One-half ton was brought up for Anacortes.

—In connection with the exhibition at Tokio, Japan, the C. P. S. S. Co., is issuing tickets from Vancouver to Yokohama and return for $200, good to return within four months from date of sale.

—In the real estate line Ira J. Fisher sold to Henry McAdie of Nanaimo, sixty feet on Herald street at an advance of six hundred and fifty dollars over the price paid for it in less than a year.

PERSONAL.

Items Telling of the Movements of Well Known Persons.

Jacob Lenz is confined to his bed with illness.

Rev. O. Germain returned from California yesterday.

Capt. Rees of the Chilian bark Malay, is in town. The Malay is loading lumber at Moodyville for Samoa.

Rev. P. McF. McLeod will leave for California to-morrow for several weeks' stay for the benefit of his health.

Mayor Wheelwright and Gen. Sprague, prominent citizens of Tacoma, were in the city yesterday for a short time.

Rev. H. O. Pitts, Messrs. Pinkerton, Cox and Lattie, were passengers from Alberni by the Boscowitz last evening.

CHURCH OF ENGLAND.

Christ Church Cathedral—St. John's and St. James' Churches, &c.

The Church of England has been represented on the North Pacific Coast of America ever since 1837, when a Hudson Bay chaplain, Mr. Beaver, was appointed to Fort Vancouver, the frontier post of the Company on the Columbia. The register of births, marriages and deaths, dating from this year, is still kept in Christ Church Cathedral, Victoria, and is the oldest document of a public nature in British Columbia. The Rev. Mr. Beaver retired after some years' service, and was succeeded by Mr. Staynes, who was the first clergyman in Victoria, and was unfortunately drowned while on a voyage to England. He in turn was succeeded by the Rev. Edward Cridge, who became first rector of Christ Church. In 1858 the see of British Columbia was founded, and the Rev. George Hills, D.D., Vicar of Great Yarmouth, Eng., was consecrated Bishop in February in the ensuing year.

In 1869 the Cathedral was utterly destroyed by fire, and the present building was erected and consecrated in 1872. It was built in a time of great commercial depression in Victoria, and does not pretend to much architectural beauty; but the interior is dignified and is beautified by two fine stained windows, the east one erected by the Bishop in memory of his wife, and the south one by Mr. Edgar Marvin. The Cathedral possesses a fine organ, by Messrs. Walker, of London, and a peal of eight tubular bells. There is a daily morning and evening service throughout the year, and a large surpliced choir assists on Sundays, under the leadership of Mr. Herbert Kent. The assistant rector under the Bishop is the Rev. Arthur Beanlands.

The Church of St. John's, together with the organ, was brought out from England by the Bishop in 1859. It is built of corrugated iron, lined with wood, which has been effectively decorated with stencil designs by the present rector. It contains a fine east window, erected by Mr. Beeton, of London, Eng., in memory of his son. The reredos, pulpit and choir stalls, which were recently manufactured in Victoria, are excellent specimens of the admirable work that can now be produced in this city. They were made in the establishment of Mr. Jacob Sehl. The first rector of this church was the Rev. R. Dundas, now Canon of Winchester, and Rector of Albury, Surrey. He is still remembered with affection by many old Victorians. The present rector, the Rev. Percival Jenns, was appointed by the Bishop in 1868. He was ordained in 1861, and after serving in the parish of St. Paul's, Southwark, in London, came to British Columbia in 1865, and was first in charge of the church in New Westminster, and afterwards at Nanaimo. Besides being an able and efficient clergyman, he has for many years been an authority on scientific subjects, and has always been most generous of his time and pains in the advancement of knowledge.

The Church of St. James is situate in the suburb of James Bay. It was built in 1885 as a Chapel of Ease to the Cathedral. The Venerable Austin Scriven, Archdeacon of Vancouver, was appointed first rector. It is a pretty church, with a zealous congregation, who have done much, individually and collectively, to beautify it. The windows in the chancel have been filled with fine stained glass by Mr. E. Crow Baker in memory of his daughter.

The Church of England has in the past done much towards the education of Victoria. Indeed, prior to the establishment of the free school system, there were few of her sons and daughters who did not derive their learning from that source of instruction. Mrs. Staynes is still remembered as an admirable lady teacher, and was only the first of a long line of remarkably able teachers, of whom the present representative is Miss Dupont. Angela Cottage, a handsome brick building, named after a generous benefactress of the diocese, has for some ten years past maintained its reputation as a lady school of the first class, under her management.

The Collegiate School for boys was for long the first in the Province, and many of our foremost citizens are grateful for the education they received there, though it is to be regretted it is at present in abeyance. The Revs. C. J. Brenton and J. W. Green, however, each have flourishing boys' schools.

The present clergy in Victoria are:—

The Right Rev. George Hills, D.D., Lord Bishop, and Rector of Christ Church Cathedral.

The Venerable Austin Scriven, Archdeacon of Vancouver, and Rector of St. James.

The Rev. Percival Jenns, Rector of St. John's.

The Rev. Arthur Beanlands, Assistant Rector of Christ Church Cathedral.

The Rev. Canon Padden.

The Rev. H. Kingham, Curate of Christ Church Cathedral.

The Rev. C. J. Brenton, Corrig School.

The Rev. J. W. Green, Warden of Victoria College.

REFORMED EPISCOPAL.

The "Church of Our Lord"—Early History and Success.

In the Christian annals of Victoria there are some points of interest, especially to pioneers, in connection with the history of the congregation now assembling in the structure known as the "Church of Our Lord," being the oldest organized Protestant Episcopal congregation in the province. During its existence of nearly forty years it has experienced various vicissitudes. It was organized during the regime of His Excellency Governor Sir James Douglas, who continued an active member till his decease in the year 1877. In early days the church wardens were, the Hon. A. F. Pemberton and Roderick Finlayson, Esquires.

Owing to the exigencies of pioneer times, the congregation has worshipped in several buildings. First, in the old Hudson Bay Company's fort, when Victoria was simply a trading post of that company, where they continued to assemble for some time after the arrival from England, of the present pastor (Bishop Cridge) in the spring of the year 1855.

The building called the "Victoria District Church," was erected in 1856, out of public funds, with a glebe for a minister. This church was destroyed by fire in 1869 and rebuilt from voluntary contributions from the congregation and friends. During the time of re-erection the congregation worshipped in the First Presbyterian church, on Pandora Avenue, kindly lent for the occasion. After occupying the restored structure on Church Hill, for about two years, they returned to the First Presbyterian Church, until their present building was completed in 1876. For although founded as a mission on Church of England principles, the congregation was for several years dependent on extraneous aid for Episcopal ministrations. Bishop Scott of Oregon, held the first confirmation in 1857.

Limited space will not permit, nor is it now necessary to enter into the important questions which eventually led to the severance of relations between the congregation and the Right Rev. Geo. Hills, D. D., Lord Bishop of Columbia; suffice it to say that his Lordship, having failed to bring the congregation under synodical authority, or to suspend their pastor by ecclesiastical process, sought assistance from the civil courts. An injunction was thus obtained, pending the trial of the case on its own merits. Meanwhile, being informed that many months might elapse before judgment could be given, they returned again to the First Presbyterian church, going forth as a fully organized congregation, the officers elected at the preceding Easter vestry accompanying them, the Hon. A. F. Pemberton and S. R. Williams, M. A (Cantab) being the churchwardens—preferring to abandon all their church property rather than incur the reproach of litigation on church matters.

In the following year, the pastor, Rev. E. Cridge, was elected to the Episcopal office by a general convention of Reformed Episcopal church, and consecrated as a missionary bishop in 1876, the line of the "historic episcopate," so much valued by some being thus complete. The first confirmation in the "Church of our Lord," was held in 1877.

Since the separation there have been several Ordinations and Installations in harmony with established order and catholicity of the Reformed Episcopal "declaration of principles," viz: "This church recognizes and adheres to Episcopacy, not as a divine right, but as a very ancient and desirable form of church polity; but condemns and rejects as erroneous and strange doctrines contrary to God's word; that the church of Christ exists only in one order or form of ecclesiastical polity. That Christian ministers are 'priests,' in any other sense than that in which all believers are 'a royal priesthood.'"

In Sunday worships the liturgical service is retained in all the Reformed churches, by the peoples preference, but after the old "Low church," or evangelical methods.

For three years past Rev. Dr. Reid, who was formerly minister of the First Presbyterian church in this city, has been associate pastor with the Rt. Rev. Bishop Cridge, a relationship that grew out of fraternal fellowship, existing almost from the beginning of the R. E. church.

ROMAN CATHOLIC CHURCH.

The Diocese of Vancouver Island—Churches, Schools, Etc.

During the year 1846 the territory, known as the Diocese of Oregon, was divided into an ecclesiastical province, and the Right Rev. Bishop Demers was appointed to the See of Vancouver Island, which comprised the colony of British Columbia and Alaska. In 1863 the diocese was sub-divided, when the mainland of British Columbia, together with some adjacent islands, was created a separate Vicarate Apostolic. At present the diocese of Vancouver Island comprises the island of that name, some neighboring islands and the territory of Alaska. The Right Rev. Bishop Demers was consecrated on Nov. 30th, 1847, and for 24 years presided over the extensive diocese undaunted by the many difficulties which he encountered. Bishop Demers established a school for the education of the youth in 1858, when the Sisters of St. Ann arrived from the Mother House of Lachine, Montreal. Missions were established in Esquimalt, Fort Rupert and other places in 1859. The pioneer Bishop expired on July 28th, 1871. The Most Rev. Charles J. Seghers reached Victoria in November, 1863, and worked in the missionary field with that zeal with which no one but the late beloved prelate could work. He was consecrated in Victoria on June 29th, 1873, and at once entered upon his arduous duties. After visiting Alaska and the west coast he began the building of St. Joseph's Hospital in 1875 and in 1876 erected a church and hospital at Nanaimo. In 1878 he was coadjutor to the Archbishop of Oregon and resigned the office on April 1st, 1885, to return once more to his former flock. He built the much needed residence for the clergy, visited the missions in Alaska and received the pallium on May 30th, 1886. Right Rev. John N. Lemmens, was consecrated on the 5th August, 1888, Bishop Lemmens though but recently consecrated has already done much to promote the good of religion. He has established a mission on the west coast of Vancouver Island and another on the east coast. Seeing likewise the great need of a permanent cathedral at Victoria, Bishop Lemmens is now having plans prepared for a stately structure which will be an honor to his name, and a credit to this steadily growing community. May the Almighty spare him many, many years to rule over this diocese!

Victoria is the residence of the Bishop. The Catholic congregation is not as large here in proportion to the population as it is in cities of the United States; yet there is a fair share of Catholics. A Cathedral will soon be erected in this city worthy of the Catholic congregation. The building of it will be begun in early spring. The residence of the clergy is a magnificent building due to the untiring energy of the late Archbishop Seghers. The Catholics of Victoria have always been in the van of education. A college in charge of the clergy provides for the religious education and secular training of our boys, while the Sisters of St. Ann have a boarding and a day school for the instruction of our future mothers of families. Both schools are well attended. A hospital, under the careful nursing of the Sisters of St. Ann, is duly appreciated by non-Catholics as well as by Catholics. All these buildings are substantial brick structures which would do credit to cities much larger in size, and population than Victoria. Besides the Bishop there are in Victoria three resident priests.

FIRST PRESBYTERIAN CHURCH.

The First Presbyterian Congregation—An Interesting History.

In the summer of 1861, Rev. John Hall, a man of warm heart and liberal sentiments, was sent out by the Presbyterian church of Ireland to minister to the spiritual wants of the Presbyterians of Victoria and vicinity. With great assiduity and tact, he set about the task of gathering and organizing a congregation. On the 6th of January, 1862, the sacrament of the Lord's Supper was dispensed in Moore's Hall, Yates street, to about twenty persons. Of those who sat at that Communion table, only one is now a member of the church, viz., Mr. Alexander Wilson. On the 4th of February following, a meeting for organization took place in Smith's Hall, Government street. Fourteen persons were present, with Hon. Chief Justice Cameron in the chair. The name chosen for the new congregation was the First Presbyterian Church of Vancouver Island. The church building on the corner of Pandora and Blanchard avenue was erected in 1863. The following extract from the trust deed may be interesting as indicating the policy of the founders of the congregation:

"And as it has been the earnest wish of the founders of the said congregation to promote a brotherly union amongst Presbyterians of every sect and party, and of every country, and to induce them, on their arrival here, to become members, it is hereby provided and declared that the property so held in trust as aforesaid shall not revert to any particular sect or denomination of Presbyterians, but the said parties of the second part and their successors shall stand seized and possessed of the said land, hereditaments and premises for the use, enjoyment and benefit of every denomination of Presbyterians desiring to merge minor differences and to co-operate as a congregation on the broad basis of the confession of faith."

After a short but successful ministry, Mr. Hall resigned in 1865, for the purpose of planting churches in New Zealand and elsewhere. On his departure, Rev. Dr. Ormiston, then of Hamilton, Ontario, was invited to the pastorate but declined.

After a great deal of correspondence, through the late Rev. Dr. McClure of Londonderry, who endeavored in vain to obtain a minister from either the Free or U. P. Church in Scotland, the Rev. Thos. Somerville, a minister of the established church, became pastor. During his ministry there arose dissensions which led to very serious results. The young pastor seems to have set his heart on bringing the congregation into close communion with the church of Scotland. It being impossible to alienate the property on account of the clause in the trust deed above quoted, Mr. Somerville withdrew from the First Presbyterian church and organized St. Andrew's. This movement so weakened the congregation that those who remained were unable to hold regular services for about nine years. Rev. Robt. Jamieson, of New Westminster, rendered such assistance as lay in his power and the records contain grateful acknowledgments of his kindness.

During this period, the building was occupied for a time by the people of Christ Church, after the burning of the cathedral, and afterwards by Bishop Cridge and his people, who here organized the Reformed Episcopal Church.

The drooping spirits of the congregation were revived by the arrival of Rev. John Reid in 1876. He labored faithfully and with many tokens of the Master's favor, for five years, when he returned to England.

The Rev. R. H. Smith, who was previously pastor of the Pandora avenue Methodist church, supplied the pulpit for about a year, after which Rev. Daniel Gamble, a graduate of the San Francisco Theological Seminary, was called to the pastorate. He was a man of evangelical spirit and did very effective work. Two very important events occurred during this pastorate, viz., the burning of the church in September, 1883, which was a sore trial, and the reception of the congregation into communion with the Presbyterian church in Canada which was the beginning of a new era for Presbyterianism not only in Victoria but in British Columbia.

Mr. Gamble resigned in 1884, when the present pastor, the Rev. Donald Fraser, was called and was designated by the Presbytery of Toronto on the 5th of August of that year. The record of the past six years is one of peace, order and substantial progress. The membership numbers 228. The finances of the church are well managed and in a satisfactory condition, and on the whole, the outlook for the future is bright.

PROPOSED METHODIST CHURCH.

ST. ANDREW'S (Presbyterian) CHURCH.

ST. ANDREW'S PRESBYTERIAN.

Its Early History—A Beautiful Edifice Just Erected.

As early as about the year 1859 or 1860, the duty of appointing a Presbyterian missionary to British Columbia was recognized by the late Dr. Burns, the convener of the Foreign Mission Committee of that day, and resulted in the offer of the appointment being made to the Rev. D. H. McVicar, now principal of the Presbyterian college, Montreal, who had a short time previously graduated from Knox college. This being only one of many calls for Mr. McVicar's services, he was led to accept of that from Knox church, Guelph. In 1861 the Rev. Jno. Hall, commissioned by the Irish Presbyterian church, arrived in Victoria, where for four years he continued to labor, surrounded by many difficulties, but with not a little success, evidence of which remains to the present time in the well organized and active First Presbyterian congregation. Mr. Hall was followed in 1862 by Rev. Robt. Jamieson, by appointment of the Canada Presbyterian church.

Mr. Jamieson was followed in about the year 1865, by the Rev. Daniel Duff, also by the appointment of the Canada Presbyterian church, who labored for upwards of a year in the then famous Cariboo gold region, and afterwards for a short time at New Westminster during Mr. Robert Jamieson's absence in Nanaimo, when he returned to the east. On Mr. Jamieson's return, about the year 1869, from Nanaimo to resume charge at New Westminster, he was succeeded at the former place by the Rev. Mr. Atkins, also of the Canada Presbyterian church, who remained in the country only about the same length of time as Mr. Duff. Some time after the arrival of Messrs. Hall and Jamieson, the colonial committee of the Church of Scotland sent out its first missionary, the Rev. Mr. Nimmo, who continued to labor in Victoria until 1865, when on Mr. Hall's resigning his charge of the First Church with a view of removing to New Zealand, on the recommendation of Dr. McClure, Convener of the Colonial committee of the Irish Presbyterian church, the Rev. Thos. Somerville, a young and recently ordained minister of the Church of Scotland, received and accepted a call from Victoria. All the Presbyterians having united under Mr. Somerville, Mr. Nimmo was withdrawn by the Colonial committee of the Church of Scotland. Mr. Somerville continued in charge of the united congregation for upwards of a year, when circumstances arose, unhappily too common in every part of the church, which resulted in division, the formation of a second congregation and the erection of St. Andrew's church. Of this congregation Mr. Somerville remained in charge until about the year 1870, when he returned to Scotland. He was succeeded by the Rev. S. McGregor.

Mr. McGregor having returned to Scotland in 1871, was succeeded in the charge of St. Andrew's congregation by the Rev. R. Stephens, who also returned to Scotland in May, 1887.

After a vacancy extending over a period of nine months, St. Andrew's succeeded in securing the services of the Rev. P. McF. Macleod, of the Central Church, Toronto, as pastor. In addition to the payment of one of the largest stipends of any congregation in the church and the purchase at a cost of upwards of $8,000 of manse property, the congregation has during the past year erected the magnificent new church, an illustration of which appears on this page, at a cost of something between $50,000 and $60,000. It is but natural then that under Mr. Macleod's pastorate this old and influential congregation exerts a powerful Christian influence in the city and throughout the bounds of the Presbytery.

THE METHODISTS.

Rise and Progress of Methodism in Victoria—Interesting Data.

Thirty-one years ago last month a farewell breakfast was given in Toronto to Rev. E. Evans, D.D., and his colleagues, Revs. E. White, since deceased, E. Robson, now of Vancouver, and A. Browning, who had just been appointed by the Missionary Committee of the Methodist Conference to this far-off field of labor. A seven or eight weeks' trip via New York, the Isthmus of Panama, San Francisco and Portland, brought them to this city, where the standard of Methodism was first unfurled early in April, 1859. Outside of the families of the late J. T. Pidwell and R. Elford, there were at that time not more than a dozen members of the Methodist denomination in Victoria. With unbounded faith in the future, Dr. Evans at once set about building the original portion of the church on corner Pandora and Broad Streets, services being held meanwhile in a room in the police barracks, recently demolished to make room for the new Law Courts.

During the second year of Rev. Wm. Pollard's ministry in '72, it was found necessary to enlarge the church by the addition of transepts, which nearly doubled its sitting capacity, shortly after which the organ chancel was built and the organ erected. Fourteen years later the brick lecture and school room was built to accommodate the Sunday school which for several years previously had outgrown the capacity of the old basement of the church.

In '84 the present parsonage property on Quadra Street, north of Pandora, was purchased in order to secure better accommodation for the pastor and his family than that afforded in the old house built in '69 on the church property.

The site of the Gorge Road Methodist Church was secured early in '85, and the building erected thereon was opened for public worship before its close, followed two years after by the erection of a large and commodious parsonage for the use of the pastor of this, for two years past, independent congregation.

Another offshoot of the Quadra Street mother church was organized a short time since by the "Young People's Association" at Russell's Station, West Victoria, when a suitable and commanding location was purchased and a school room and mission house erected, which has just been opened.

Almost from the commencement of Rev. J. E. Starr's pastorate in the Pandora Street Church, June, '88, it became evident that an extension of the building, or the erection of an entirely new church, on a more suitable location, must be entertained to accommodate the largely increased congregation. This necessity found its solution last year in the purchase of four lots, extending through from Pandora avenue to Johnson street, on Quadra, a beautiful and central location, and very recently the contract was let for the erection of what will certainly be the largest and finest church edifice on the Pacific coast, and second to but few in Toronto or Montreal, at the cost of probably $75,000 before it and its surroundings are fully completed. The seating capacity of the auditorium will be 1500, with accommodation in school room for 1100. An engraving of this new building appears in this issue.

THE GORGE ROAD CHURCH.

Among the more recently erected is the Gorge Road Methodist Church, situated at the junction of Douglas and Government streets and the Gorge road, in the northern part of the city. Four years ago the congregation of Wesley Church considered it prudent to establish a branch of their cause in this rapidly rising part of the town, and immediate steps were taken to do so. The subsequent prosperity of the new church has amply justified the action.

The church is a neat brick structure, tastily arranged and comfortable inside, and built with a view to enlarging. It was erected in 1886 under the flourishing pastorate of the Rev. C. Watson, M.A., and though it provides sittings for several hundreds, the surrounding community has risen so rapidly and its congregation increased so, that the most sanguine expectations are realized. Though it is too far away from the business part of the city to attract much notice from visitors or strangers, it sustains the reputation of a flourishing suburban chapel, and will some day be among the leading churches of the city. The present pastor is Rev. W. W. Baer.

THE SYNAGOGUE.

The Congregation Emmanuel—Formation and History.

During the days of the Cariboo gold fever, when the ebb and flow of a floating population gave now the air of stability to the new town, and again a general impression of what is known to our American brethren as "utter bustedness," there were many Jews, not less indeed then seventy or eighty families in Victoria. A synagogue was built at a cost of nearly fifteen thousand dollars, a Rabbi engaged at a stipend of about $2,000 a year, a Hebrew Association laid out the present beautiful cemetery on the Cedar Hill road, and gave it to the congregation, and Judaism seemed firmly planted while society was still in a chaotic condition. Then when the rush was over, the synagogue languished, and for many years matters were in a very dismal condition of debt and difficulty. Now the city has become prosperous on a real commercial basis, and the Jews feel the change like the rest of us. Arrangements are now being made for the appointment of a permanent Rabbi, and applications are streaming in from the United States and from England. The committee, consisting of the president, secretary, and Mr. D. Hart, hope to have the appointment made this summer.

The Congregation Emmanuel has for president, Mr. Morris Moss; Vice President, Mr. J. Isaacs; Secretary, Mr. E. J. Salmon; Treasurer, Mr. I. Braverman; Trustees, Mr. E. Frank, Mr. John J. Hart, and Mr. Lewis Lewis. It is independent of outside control, governed by the views of its members as to choice between strict Orthodoxy and the reformed services of Modern Israelites. One ordinance the Chosen People have always held in very special regard, which relates to the stranger, and the fatherless, and the widow. Here, as in every place where the Jews are gathered, there may be poverty, but want is unknown among them. Mr. Bornstein as what we should call a lay reader, kindly renders his services in the absence of a Rabbi when emergencies arise or feasts are celebrated among the thirty or forty Jewish families in Victoria.

THE BAPTISTS.

Calvary Baptist Church—Its Organization and Progress.

Calvary Baptist church was organized in the summer of 1883 with 23 members. Their first pastor was Rev. Walter Barss, who came to them in the summer of 1884 and remained until August, 1887. During his pastorate the church had greatly prospered; her membership increased to over one hundred. A fine church edifice was built which was dedicated in Dec. 1885. A mission was also established at Spring Ridge, and a neat and convenient little chapel built in the fall of 1886. In Nov. 1887, Rev. M. L. Rugg, the present pastor, commenced his labors. The growth both of the membership and congregation since his pastorate commenced has been such that last fall they were obliged to enlarge their audience room to accommodate the people. The seating capacity was nearly doubled and is now being rapidly filled so that the talk is now of a new home. Besides the regular services of the church, a Sunday school and week day prayer-meetings are regularly held in the mission chapel. In connection with the church the ladies have two societies, one is for missionary work and the other for home work. The young people of the church have a flourishing organization for "mutual improvement." This society conducts a prayer meeting every Sunday morning, one-half hour before the morning service. They also hold a social and literary meeting every Sunday evening. New members are added to the church every month and the whole work is in a most prosperous and encouraging condition.

CHINESE WORK.

The "Mission"—The Refuge Home—Work Accomplished.

The spiritual interest of the Chinese is not neglected. For five years a Chinese mission has been conducted by its organizer, Mr. John Endicott Gardner, a young gentleman thoroughly conversant with the peculiar language of this peculiar people. Primarily, the intention was to inaugurate a union mission, but this not being practicable, the Methodist body assumed the entire responsibility of maintaining the mission. The work has been attended with marked success, as evidenced by the fact that whereas at its inception there was not a single Chinese Christian resident in this city, there are at present 54 who have been baptized and united with the church, whilst the Gospel has been preached to no fewer than from two to three thousand. A favorable site has been purchased at a cost of $3000, upon which a chapel is soon to be erected, to cost in the neighborhood of $5000. In connection with the mission work, an evening school is maintained, in which for five nights in the week secular knowledge is imparted—the school being conducted by two competent teachers, Miss Morrow and Miss Clark, and closed every evening with one or two hymns and the Lord's Prayer, whilst on Saturday evenings a special Bible class in English and Chinese is conducted by the missionary.

A Refuge Home has also been established for the rescue and enlightenment of Chinese girls of tender age who have been purchased in China and brought to this country as slaves, and in many cases for immoral purposes, by Chinese slave-dealers. Some fifteen have been rescued, four or five of whom have been restored to their parents, whilst ten are still in the Home under the care and tuition of the matron, Miss Leake. These have evinced the clearest evidence of the good intended to be done by the promoters of the Home, as four of them at least have signified their willingness to be sent to any part of China as helpers to missionaries. One other result of the work is the breaking up of the traffic in human flesh so long carried on, no importation of little innocents having taken place for the last eighteen months. In acknowledgement of the good that was being done, the general board, at the request of the Women's Missionary Society in connection with the Methodist Church of Canada, has purchased a building for the rescued ones at a cost of $6,000. In this rescue work the missionary has been ably supported by the pastor of the Pandora street Methodist Church, the Rev. J. E. Starr.

It is generally understood that before long the Presbyterians will also enter the mission work among the Chinese in this city, as negotiations are now pending with that object in view between the Presbyterians in Canada and their representatives in China.

VANCOUVER ISLAND.

Its Cities and Settlements—A Brief Glance at Their Advantages.

In the vicinity of Esquimalt are the settlements of COLWOOD with a large tannery, GOLDSTREAM and LANGFORD LAKE, famous for hunting, fishing, and summer camps, HIGHLAND, ALDERMERE and PARSON'S BRIDGE. Further away, along the Straits of Fuca, are METCHOSIN and HAPPY VALLEY, a farming district notable for sheep, with charming drives easily reached from the city. Here there is a church, school and Dominion Quarantine Hospital, and out in the offing the Race Rocks with a lighthouse marking the entrance to Royal Roads, upon which our harbors open. SOOKE, 23 miles away, was a farming settlement when Victoria was a log fort, has a grand harbor, extensive iron deposits known to be very rich, salmon, hunting, a lumber mill, a cooper shop, wonderful fruit, and very good hay. There are many very good farms. Adjacent is OTTER POINT, where Victoria gets her tan bark, and there are seven farms. LAKE is a large settlement near the city. SAANICH, a peninsular tract of 40,000 acres of good land well settled, is on the East coast of the island, a few miles north of the city. The soil is loam and shell detritus, and underneath there is a coal field not yet worked. There is hope here of connection with Victoria by electric cars and by rail, and with the continental railway system by means of ferriage. There is an Agricultural Society of 20 years standing, and there are Anglican and Romanist churches and three schools. SALT SPRING ISLAND, in the Gulf, half way between Victoria, Nanaimo, Vancouver and Westminster, competes in four city markets. Fruit growing and sheep raising are very successful, coal is found everywhere, table salt is precipitated by extensive springs at the north end of the island, and the stone used in the Esquimalt dry dock was supplied from one of the quarries. There are three clergymen and three schools. PLUMPER'S PASS is surrounded by settlements on four islands, producing cattle, sheep, hogs, fruit, grain, game, and timber. COWICHAN, nearer to Nanaimo on Vancouver Island, was famous in early days for the ferocious atrocities of its Indian tribes, later for their big potato crops, now for their advancement in civilization. MAPLE BAY, the scene of yearly agricultural shows, is the port of the settlement, and the Flats the centre thereof, tapped by the Island railway, and with every indication of a village growing up soon. SHAWNIGAN, with a lake very famous as a resort for sportsmen, has an hotel and store on the Island Railway doing a large business. There is in the settlement a very prosperous lime quarry and kiln. KOKSILAH, with about thirty farms; CHEMAINUS with adjacent islands, known for the big lumber mills, with rail and steam communication, court house, hotel and store; COWICHAN with a lake, 25 miles long, among the mountains, a fishing and hunting resort supplied with an hotel and stage communication; DUNCAN'S with an agricultural hall, and two hotels; SOMENOS, with beautiful butter and scenery; MCPHERSON, with stone quarries; and QUADRA, a great district about Nanaimo, are all large settlements tapped by the Island Railway.

NANAIMO, which with its district has a population of about 7,000, was in 1851 a block house of the H.B.Co., sheltering the operations of coal prospecting on a vein pointed out by an old Indian. The bastion still stands in the town, a picturesque memorial of olden times. The town was incorporated in 1874, is a customs port of entry, and has offices of several Federal and Provincial departments, branches of the Bank of B.C. and Dominion Savings Bank, one newspaper, several schools, many benevolent societies, U.S. consulate, hospital, fire department, gas, a co-operative store, and in fact pretty nearly "all modern inconveniences." Near by are the pit villages of Wellington, East Wellington, the harbor of Departure Bay, and farming settlements, both on Vancouver and on many adjacent islands. Besides coal, farming, and the business of the railway and port, there are quarries of great value in the district. There is a fine settlement on Englishman's river about 20 miles inland.

We wish we had space to do justice to COMOX, with its five hundred settlers, its great coal mine, its lovely scenery, its unequalled hunting, fishing, and shooting, its harbors and town sites, its boating, and bathing, and yachting facilities, its inducements as a summer resort, which might be made to eclipse the very choicest in the United States. The most northerly of our farming districts, Comox is pre-eminently the most extensive, the richest and the most beautiful of them all. In climate it equals Victoria, in fertility it rivals the Fraser Delta, and it has only half as many mosquitos as the latter. Twenty miles from the wharves of the great coal mine are the ores of Texada, with 65 to 70 per cent of iron and in quantity beyond calculation.

Lastly there is ALBERNI in the middle of the island, at the head of a majestic fiord, leading to the Pacific Ocean. The valley is about 20 miles by 6, the settlement nearly five years old, although there are some older clearings, and has some two or three hundred people supported by farming, a dog fish oil factory and the Barclay Sound fishing company. Communications have been defective, and the settlement has suffered much thereby. Besides agriculture, timber and fish, coal, gold and copper are known to exist and there is hope of great future development.

Many fishing and hunting stations, missions, and trading posts are of real importance, but even their names must be omitted for want of space. Very little comparatively of our land is yet opened for settlement.

ESQUIMALT.

Navy Yard and Dry Dock—A Village with a Future.

Anyone who has watched the provisioning of a ship, seen the drays and carts and spring waggons unloading by scores at the wharves, and their whole contents making no more impression on the ship's appetite than an apple does on that of a small boy, will understand the value of Esquimalt to the merchants of Victoria. There are five ships of Her Majesty's navy, with a complement of 1400 men, and a navy yard with many permanent employes, all to be fed and all spending most of their money in the city. And besides all this, there is the Dry Dock of the Dominion Government. Here H.M.S. Amphion is undergoing repairs, under contract of the Albion Iron Works. Forty to fifty men are constantly employed on this work, of which the cost will be not less than $150,000. Seven or eight vessels have been turned away on account of the presence of H.M.S. Amphion, which would otherwise have brought it ample business to keep it occupied. Besides the original cost of the dock, some $900,000, the monthly expenses of supplies, repairs and salaries amount to a very large sum.

The following vessels of the Royal Navy are now on the North Pacific station, of which this is the headquarters:—H.M.S. Swiftsure carries the flag of Admiral Heneage. She is an armored battleship of 9170 tons displacement, and 6580 indicated horse-power, is armed with sixteen 18-ton M. L. R. guns, and some smaller shooting irons, carries about 520 men, and cost £443,000. H.M.S. Amphion is a second class cruiser, armed with ten guns, has a tonnage of 4300, and indicates 5550 horse-power. She carries 293 men. This vessel, in making a trip with the Viceroy and Lady Stanley on board last autumn, ran on a rock and got very seriously damaged, the plates being ripped from a large part of her bottom and a number of the ribs broken in. Lady Stanley very properly remarked "Oh, my!" when the vessel struck, and the words were wantonly inflicted upon the rock as a name in memory of the event. H.M.S. Champion is a third class cruiser of 2380 tons and 2340 horse-power, carrying a complement of 250. H. M. S. Acorn and Icarus are sloops, armed with eight guns and carrying 120 and 122 men each. The finest war ship ever in the Pacific will be here in three months—H. M. S. Warspite, a steel-plated ocean cruiser of 10,000 tons, with a battery of enormous guns and a complement of 600 men.

But although the squadron, the navy yard and the dry dock are the principal features of the place, Esquimalt has an independent life of its own as a very pleasant village on a tongue of land between the Royal Roads and the harbor. The anchorage is vast and safe, the Island Railway supplies Nanaimo coal, the big mill is to be built this year that will supply lumber also, and there will doubtless before long be a flourishing city growing up there, with electric cars to Victoria and big hotels for tourists. Already the way to Esquimalt is becoming lined with villas and cottages, and roads are opening in all directions fresh districts needed by our rapidly expanding population. Not the least, by the way, of the attractions of Esquimalt is a particularly pretty church of the Anglican Communion, which is placed on the banks commanding, beyond a bay studded with island rocks, a wide sweep of azure sea, and the beautiful clouded heights of the Olympian Mountains.

F. G. RICHARDS, JR.

Representative Real Estate Broker—Right Kind of Experience.

Mr. Frank Richards, Jr., was for many years in the employ of the provincial government as draughtsman in the lands and works office, and in this capacity gained a thorough knowledge of all parts of the country. Having resigned his position with the government, he entered into the real estate business a year and a half ago, when things in Victoria were quiet. Upon entering into the real estate business Mr. Richards adopted the principle of thorough advertising, and in doing so brought Victoria real estate prominently before the public not only at home but abroad, the consequence being that property soon began to move, and has continued to do so to the present. Mr. Richards has been most successful in the business. He deals principally in choice city and suburban property. In addition to the real estate business, he carries on a general fire and life insurance, makes loans on first mortgages, and conducts a general financial business. The business is conducted in commodious, well-arranged offices at 51 Yates street, in the business centre of the city, and is a favorite resort of real estate dealers.

Parties who desire to invest in real estate, place money on mortgage, or transact any business in his line, cannot do better than entrust their business to Mr. Richards.

*** THE ***

WESTSIDE,

Ready for Spring

SILKS

We have just opened a superb line in Black and Colored. We cannot explain the beauty and worth of such goods by printed description.

TO ALL WHO REQUEST WE WILL SEND SAMPLES,

If kind, price and color wanted, is explicitly stated.

Black :: Merveilleux

20 to 22 in. wide, from 85 cents to $1.75 per y'd.

LYONS CASHMERE SILK, AND BONNETS BLACK FAILLE FRANCAISE.

These are of the Newest as well as the most Reliable weave of Silk known.

Black Moire Francaise, Pekin Moire, and Moire Antique, in all Grades.

BLACK SATIN LUXOR

Rich Finish, Very durable, from 75 cents to $1.90 per yard.

SILK VELVETS STRIPED AND BROCADED

COLORED SILKS AND SATINS, ETC.

Two Toned Radame, Striped Moire, Antique, Colored Satins in all the new shades, 75c to $1 25. Pongee Silks in evening shades, also the new printed Pongee or Liberty Silks.

COLORED SILK VELVETS and PLUSHES, from 50 cents to $2.50 per yard.

Sealettes and Seal Black Plushes, suitable for Jackets and Dolmanettes.

DRESS GOODS

Cashmeres

Very best French makes, all wool and Cashmeres des Indes, noted for fineness of finish, durability of wear and brilliancy of dye.

ROBE DRESS PATTERNS

In all colors and in an endless variety of styles. Also

COMBINATION GOODS

In a complete range of prices, from the lowest to the highest qualities, correct in shades, widths and finish.

HENRIETTA, MELROSE, TAMISE and NUNS-VEILIN in beautiful new shades.

CHALLES, PERCALES, CHAMBREYS with colored embroidery to match. Also ROBES AND ROBE PRINTS in great variety.

Dress Trimmings

Our Dress Trimming Stock is large and varied. It is impossible to give a full description of the same.

Millinery Ornaments, Passementeries, Gimps, Braids, Tinsels, Band Trimmings, &c.

Mourning Materials.

SILKWARP HENRIETTA CLOTH remains the favorite. CASHMERE DES INDES is also greatly worn, being a soft, beautiful fabric. As durability is of the first importance, we keep a special make of extra heavy CASHMERES, HENRIETTA finish, 40 inches in width, which is confidently recommended. IN LIGHT WEIGHT GOODS we have PLAIN and STRIPED FOULES, SERGES, etc. IN CRAPE we make a specialty of Groat's Mid Pattern in four and six quarter widths at prices from 75 cents to $4.50 per yard.

KID GLOVES.

ALEXANDRE NAPOLION, regular stock in 4 and 6 buttons, black and colored, $1.50 and $1.75 per pair. MALTESE X (Westside Glove) in 4 and 6 buttons, colored and black. A beautiful elastic glove at $1.25 and $1.50 per pair. The same glove with heavy Embroidered Backs MUSQUETAIRE SUEDE Glove in 8 and 10 button lengths; Tan shades only, $1.15 and $1.40 per pair.

In the above makes we have in stock and to arrive during March, ONE HUNDRED AND NINETY-TWO DOZEN, all stamped { THE WESTSIDE J. HUTCHESON & Co. }

Every pair of which is guaranteed. Also in stock for dress occasions, OPERA SHADES AND WHITE and MUSQUETAIRE, 8 and 10 button, and 20 inches in length, in the new shades. Taffeta and Kid Combination Glove in black and colors, a new style for street wear.

PURE SILK MITTS and PURE SILK GLOVES, 6, 24 and 30 inches in length.

GENTS' WHITE 2 button Kid, extra quality, 50 cents and $1.00 per pair.

KNITTED SILK MITTENS, TAFFETA and LISLE GLOVES in great variety.

In measuring for Gloves use a tape measure, holding the hand straight out, measure tightly around the knuckles. We will be responsible for ever, Gloves sold (if correct size is bought).

PARASOLS.

To arrive about 1st April.

In this department we have put forth our best efforts, and have secured the most recent improvements and latest styles. SHOT SATIN DE CHENE, in novel shades, with chased nickel handles. FANCY COLORED LEVANTINE, curved crooks, on malacca stems. SHOT TWILL SILK in Colors and Black, Bamboo Handles Carved and Chased. CREAM AND PICKLE SATEEN, Fancy Handles, Black Satin and Silk Sun Shades, lined and unlined, Bamboo and Carved Cedar Handles. These are all direct from the manufacturer, and will be found good value.

Mantles, Dolmanettes and Jerseys.

The Variety in Price, Style and Material is too great to enumerate in detail, as we probably show the most complete assortment in the city, and all of this season's manufacture. We only keep Reliable, Well-made, Fitting Goods, which are offered at very moderate prices. IN JERSEYS we show some very beautiful goods, in Pongee Silk, Fancy Beaded Cashmere and Norfolk exclusive and entirely new styles.

JACKETING AND MANTLE CLOTHS

In new makes and designs. These goods are kept in showroom, on second floor, where is also situated our Mantle and Dressmaking Department, which is second to none in the city. MUSLIN UNDERWEAR also on second floor, comprising NIGHT DRESSES, CHEMISES, DRAWERS, CORSETS, COVERS, SKIRTS, tucked and embroidered, or handsomely trimmed with Cambric Edging and Lace, in Ladies', Misses' and Children's sizes.

HOSIERY.

Ladies' Silk and Spun Silk, Lisle Thread, and Balbriggan, Cashmere and Merino, in solid Colors and Fancy Stripes. Attention is requested to a special line of 50 dozen Ribbed, Full Finished, Heavy Cotton, in sizes, at 25c per pair. Colors, Navy, Seal and Black.

Orders from country carefully and quickly executed. Samples on application.

THE WESTSIDE,

J. HUTCHESON & CO.

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THE CITY FATHERS

Brief Biography of the Members of Victoria's Municipal Council.

Men of Sterling Qualities Look After the City's Best Interests.

To Victoria's Board of Aldermen is largely due the credit for the advanced position occupied by the city. The gentlemen who hold the reins of civic government are generally a unit in everything which tends to the advancement of the city. Liberal in their policy and progressive in their ideas, the city's interests have been carefully guarded and the money entrusted to the board has always been expended judiciously. Nealy all have served the city for more than one term, and many for several. The meetings are harmonious, and the deliberations are conducted in a business-like style, indicative of the character of the men who discuss the matters before them. The board is composed of a mayor and nine aldermen, each of the three wards being represented by three gentlemen who look after the interests of the city as a whole.

MAYOR JOHN GRANT.

Mayor Grant, who is now serving the city as its chief magistrate for the third consecutive term, is a man who handles the reigns of municipal government with a firm but kindly hand. He is extremely popular, having been alderman for four years previous to his first election as mayor. At that time he had a powerful opponent in the person of Hon. D. W. Higgins, but was elected by a large majority. At his second election he was opposed by Robt. Ward, Esq., but was re-elected with another large majority, and last year the high honor of being returned by acclamation was conferred upon him. Mayor Grant is also a member of the local legislature, having represented the district of Cassiar since 1882, and is an independent in politics. He is native of Alford, Scotland, but has resided in Victoria since 1862. During that time he has been an important figure in progress of the province as well as the city, and was at one time Government Road Superintendent. His policy is one of progression and advancement, and it is largely due to his untiring attention to the duties of his position that several very important measures have become law. He has the fullest confidence of his colleagues and the public.

ALD. LOUIS VIGELIUS

Is the senior member of the board, and chairman of the street committee. He has sat for nine years as a representative of Yates street ward. Ald. Vigelius is an old resident of the city, having settled at Victoria in 1864, coming from Bavaria, his native country, in that year. Since then he has been identified with the growth and progress of the city. His policy has always been a progressive one, and while careful and practical he is always ready to help in any scheme calculated to be of benefit to the city. Ald. Vigelius is in business with his brother, being the senior partner in the firm of Vigelius Bros., proprietors of the St. Nicholas Baths. At the last election Ald. Vigelius received 168 votes out of 333, there being three candidates in the field.

ALD. WM. D. M'KILLICAN

Is also a representative of Yates street ward. The present is his fourth year of service as alderman for that ward, and as a proof of his popularity, he was returned by a vote of 180 out of 333 votes cast at the last election. Ald. McKillican is a native of Ontario, but h[illegible] been a resident of Victoria since 187[illegible]. He is a partner in the firm of McKillic[illegible] & Anderson, contractors and builders. He is a practical and far-seeing man, and his knowledge of construction makes him a valuable servant of the city. His policy is one of progress, and anything of a sound practical nature calculated to benefit the city, is sure to receive his heartiest attention. Ald. McKillican is for this year chairman of the electric light and sanitary committees.

ALD. S. L. KELLY

Is the third representative of Yates street ward, this being his third year as alderman. At the election when he was returned, three candidates were out with a vote of 553 cast, Ald. Kelly headed the poll with 223. He is an old resident of Victoria, having lived here since 1858, being one of the oldest pioneers in the city. Although a native of Tennessee, Ald. Kelly is intensely Victorian in his ideas, and while ready to extend a cordial welcome to all desirable citizens, he believes that home industries should be fostered and assisted. While he does not pose as a brilliant orator, his ideas of civic matters are clear and practical. He is head of the firm of Kelly & Co., dealers in stoves and furnishing ware, plumbers, etc. He is also principal shareholder of the Victoria Ice Works.

ALD. LAWRENCE GOODACRE

Is the senior member for Johnson street ward. He was returned at the election of '88 by over a hundred majority, this being his second year. He is also an old resident, having lived in Victor a since 1866. He is a native of Nottingham, Eng., and is proprietor of the Queen's Market, and a well-known man of business. At the board meetings he is known for his sententious remarks, his words are practical, and his opinions carry weight. He holds the responsible position of chairman of the finance and park committees, and is one of the best men on the board.

ALD. JOHN ROBERTSON

Of Johnson street ward, is now in his second term of office. Ald Robertson is a native of the "land o' cakes," his birthplace being Blair Athol, Scotland. In 1864 he came to Victoria, and went into business as a general blacksmith and boiler maker. He is now proprietor of the B. C. Iron Works, and is identified with the progress of the city. Hardworking and practical, he is the right man in the right place, and while cautious, like the most of his countrymen, he is ever ready to assist any measure to advance the city's interests when its practicability is shown. Ald. Robertson is chairman of the City Hall, library and cemetery committees. At the last election he received 262 votes with three candidates in the field.

ALD. JOSHUA HOLLAND

Is the junior member for Johnson street ward, and is the youngest member. He is almost a new citizen, having come from Oswestry, Shropshire, Eng., in 1883. Since that time he has been engaged as a contractor and builder and has made his mark in that line. Although new to civic life he promises to be a valuable addition to the board. He is very popular among his constituents, having polled a vote of 335, three candidates being in opposition to him. He is chairman of the printi g and pound committees and is active in attending to such matters as come before him. His policy is progressive and he is at all times alive to the interests of the city.

ALD. A. J. SMITH,

A representative of James Bay Ward, is now in his sixth year of office. Ald. Smith is a son of Old Scotia, a native of Edinburgh, Scotland. He has resided in Victoria since 1862, and is at present head of the firm of Smith & McIntosh, contractors, builders, and manufacturers of finished lumber. In his civic life Ald. Smith has been very prominent as a live and practical worker. He is at present chairman of the water committee, and held that position for four years previously. He is also chairman of the polic committee. At the last election h headed the polls with 229 votes on 508, three candidates being ainst He is anxious to see Victoria keep her position as leader in the race for metropolitan honors.

ALD. J. S. HARRISON,

Who is now in his second year as a representative of James Bay Ward, is a practical railway contractor and works contractor, although at present retired from business. Ald. Harrison has resided in the province since 1875; he was born near Stockton-on-Tees, Durham, Eng. Being a practical man, he is a most useful member. While alive to the needs of the city, Ald. Harrison is economical, and looks carefully after the small leaks, and few escape his eye. At his election he had over 100 majority.

ALD. WM. WILSON.

The third representative of James Bay ward is an active member. He is chairman of the fire wardens and the library committees. He has been three years alderman, and at the last election was 112 ahead of his opponent. He has been for many years a resident of Victoria, coming here from Quebec city, where he was born. He is one of the firm of A. & W. Wilson, plumbers and dealers in stoves and fittings. It is largely due to his interest in fire matters that so efficient a service protects the city. Practical and conscientious in his duty, he is just the man for the place he occupies.

EXPORT OF STAPLES.

The Land Fur Trade—Product of the Mines, Forest, Etc.

The land fur trade was the industry first developed in British Columbia. It is still large and lucrative in the hands of the Hudson Bay Company and of independent traders and has its head quarters in Victoria. In the table of exports given below will be found under the heading "animals" the produce principally of this business and of marine furs. As permanent settlement advances the fur trade will decrease, and the measure of its fall will to some extent register our progress. But for years to come it will continue an important and paying industry, for the country is too vast to be quickly filled.

LUMBER.

We have very big trees. Many cedars have been found 17 feet in diameter. An example is growing in the park at Vancouver 55 feet in girth. Douglas firs are often over 300 feet high and 9 in diameter. Masts have been cut 130 feet long, octagonal, and nearly four feet thick. There are thirty useful varieties of trees, and the available timber of the province has been estimated by experts at from forty to fifty thousand million feet.

The attention of Michigan and Quebec lumbermen has been greatly attracted to this province. The export to foreign countries, principally to Australia, South America and China, was in 1881 valued at $162,747, and had risen in 1888 to $527,371 representing 140,000,000 feet. Last year's business was much the same, employing about fifty ships with a tonnage of over 40,000. It must be remembered that in addition to the exports the home consumption is very large. The Victoria Lumber Co., having purchased the mill of Messrs. Croft & Angus at Chemainus, desire to establish the business on Esquimalt harbor. So this summer we shall see erected one of the largest mills in the province, with a capacity of 150,000 feet a day, an additional attraction to shipping.

AGRICULTURE.

British Columbia is a "sea of mountains," and yet it is a curious fact that there is a hollow between every two waves. Our hollows have concentrated in them the choicest soil, the most abundant supply of water, and water power, and the accumulations of vegetable mould due to the growth of ages in the healthiest and best of climates. We have a choice for everyone. The air is dry in the interior, moist in the coast valleys, and absolutely perfect for the average citizen along the east half of Vancouver Island, where Victoria is to be found. In the rainy coast valleys the vegetation rivals the jungles of the tropics in density and luxuriance, and once cleared grows such fruits and such cereals as were never before heard of. Richest and most extensive of them is the Fraser from Yale to the Delta, and the valleys tributary to it. Much of the land is open or lightly wooded, say 250,000 acres. Even the big timber will be gradually replaced by rich agricultural settlements producing readily every product of the north temperate latitudes. All over the archipelago between Vancouver Island and the mainland there are now prosperous farms, and fruit culture is carried to great perfection. A British Columbia pear is a sight to see. Then all along the eastern part of Vancouver there are farming settlements of from three to five hundred people busy growing grain and vegetables on the soils overlying the glacial drift. There is plenty of room for more farmers, and a big market for all produce at Victoria, which may be reached by rail and steamer. Beyond the coast ranges the dry upland country is now well settled by ranchers, who irrigate small farms in the valleys and let their cattle range over immense areas. In many of the valleys there are lovely farming settlements.

But very small areas of the country are yet open for settlement, there still remain innumerable valleys to be made accessible in the south, and the whole northern interior which is as big as Manitoba, and has much the same climate as some of the eastern provinces. In this territory there is included a great prairie beyond the Rocky mountains, which is drained by the Peace river. It is estimated to be between five and six thousand square miles of good land.

The agricultural exports are trifling as yet because it takes large supplies to feed our miners, lumbermen and fishermen, not to mention several populous towns, and summer tourists who seem to equal in numbers our whole population.

EXPORTS OF BRITISH COLUMBIA.

YEAR.	MINES.	FISHERIES.	FOREST.	ANIMALS.	AG'L.	M'F'G.	TOTAL.
1872	$1,389,585	$37,706	$214,377	$214,700	$142	$1,546	$1,858,050
1873	1,224,362	43,351	219,036	250,292	2,465	1,197	1,742,135
1874	1,351,145	114,118	260,116	310,035	3,296	443	2,051,749
1875	1,929,294	133,986	302,408	411,810	9,737	......	2,777,296
1876	2,085,159	71,338	273,430	330,027	3,680	65	2,709,082
1877	1,708,848	105,608	257,042	280,508	8,063	1,500	2,346,909
1878	1,759,151	423,840	327,300	257,311	482	......	2,708,147
1879	1,530,812	633,493	278,906	268,705	2,595	57	2,704,446
1880	1,664,626	317,410	205,624	336,248	3,843	100	2,644,991
1881	1,317,079	400,984	172,747	350,474	248	32	2,281,354
1882	1,495,072	976,068	362,875	303,429	946	2,616	3,060,541
1883	1,309,646	1,332,889	407,634	257,394	6,791	443	3,345,398
1884	1,441,052	589,571	456,365	271,796	1,745	1,413	3,100,404
1885	1,739,062	727,672	302,071	414,364	2,524	5,948	3,172,391
1886	1,780,385	649,033	194,488	389,345	1,917	2,611	3,061,311
1887	1,832,827	910,559	285,913	340,138	10,265	1,911	3,071,301
1888	1,889,305	1,164,019	441,957	318,839	27,691	39,599	3,881,790

The Tourist Interest.

It is gradually becoming known that there are, within reach of the very largest steamers, valleys that entirely eclipse Yosemite and the Canyons of the Colorado, fiords that d[illegible] every dimension those of Norway, Chili, and New Zealand, and sites for pleasure resorts which cannot anywhere be equalled. For hunters, sportsmen, and mountaineers, for yachting, camping out and the like there are nowhere such opportunities. Such attractions only need to be boldly advertised and made easy of access, to make the Gulf of Georgia the greatest pleasure resort in the world.

CLUBS AND SOCIETIES.

The Organizations Which Contribute to Victoria Social Life.

Victoria is justly proud of her social amusements. Sometimes a new Viceroy makes a state progress across the continent, and great are the speech-makings, triumphal arches and regattas, the military and naval display, banquets, receptions, and subsequent bills. The city delights in an occasional jubilee or Royal visit, and makes the 24th of May the greatest of all possible festivals, and Dominion Day only second thereto. Nor do these holidays in any way prevent us from enjoying the 4th of July too. Nowhere is the theatre better patronized.

CLUBS AND SOCIETIES.

There are rather more than the usual number of clubs. Football, cricket, baseball, lacrosse, tennis, yachting, horse-racing, swimming, boating, hunting, shopping, and other amusements are all pursued with great appetite, and for a few weeks occasionally a little outdoor skating after the English fashion draws crowds of people to see how much weight the ice will bear without breaking.

Then for quiet folks there is a very well managed public library, James McGregor, L. L. D., being librarian, and a crowded reading-room. There is also a branch of the Y. M. C. A., which has a reading room, a small library, and a large membership very fond of entertainments. The following organizations deserve long descriptions if we had space therefor: Blue Ribbon Club, British and Foreign Bible Society, Church of England Temperance Society, Victoria Choral Society, Social and Literary Society of Reformed Episcopal Church, several Lady's Aid Societies, Young Peoples Association, etc., B. C. Benevolent Society, for the general relief of the poor, branches of the A. F. & A. M., American Legion of Honor, A. O. F., A. O. U. W., I. O. G. T., Juvenile I. O. G. T., I. O. O. F., K. of P., L. O. L., U. A. O. D., B. C. Refuge Home, B. C. Protestant Orphans' Home, two Building Societies, Sir William Wallace Society, St. Andrew's & Caledonian Society, St. George's Society, St. Joseph's Society, St. Patrick's Society, S. P. C. A. Teacher's Institute, Vintners' Association, W. C. T. U., and Pioneer Society. This last is an organization devoted to the good fellowship and mental help among those who in early days built up the Commonwealth.

THE UNION CLUB

Established in 1879 numbers among its members most of the leading men of the country. It provides liberally the comforts and recreation which are desired by those who frequent it, and ensures to them privacy and quiet, a thing that public men value as the greatest luxury. The president is Mr. M. W. T. Drake, the secretary Mr. H. Hayes, and the trustees Sir Matthew Begbie, the Chief Justice, and Messrs. W. C. Ward, and C. W. R. Thomson. The house is a very comfortable one, of red brick faced with stone and is situated on Douglas street. Many distinguished visitors to the country have enjoyed its hospitality.

THE VICTORIA CLUB

Dates from 1885, occupies large rooms on Fort street and designs to give the men of the city a place to amuse themselves. The principal rooms are devoted to billiards, smoking, and reading and there is a restaurant with very moderate prices. The executive officers are Messrs. C. Hayward, sen, president, L. G. McQuade, and J. K. Worsfold.

We may not intrude upon the privacy of what is called Society, which is centred loyally round Government House. To a large extent its tone has been received from the officers of Her Majesty's navy and it is therefore very good. Every visitor must present his own credentials, and pay his own calls, but he may have the comfortable assurance that both the city and the province are justly noted for hospitality.

Military Matters.

British Columbia constitutes Military District, No. 11 of the Department of the Defence of Canada under command of Lt. Col. J. G. Holmes as Adjutant-General (acting). C Battery of the standing militia regiment of Royal Canadian Artillery commanded by Lt. Col. Holmes is stationed here. The Battery is much below its nominal strength of 100 men, because no one will accept anything so small as military pay in this province. Many of the men have seen service during the Northwest Rebellion of 1885, and bear the medal granted to all who were under fire. Barracks are in course of erection at McCaulay Point near the city the present temporary quarters being near Beacon Hill.

The Province has a brigade of Volunteer Garrison Artillery, organized in 1883 with head quarters at Victoria.

Lt. E. G. Prior, is commandant. Batteries 2, 3, and 4 are stationed at Victoria and No. 1 at New Westminster.

There is at New Westminster a company of Rifles, under Capt. E. S. Scoullar.

Rifle associations have been formed at Victoria, Vancouver, New Westminster and one is being organized at Kamloops.

That at Victoria was organized in June of last year. President Lt. Col. R. Wolfenden, Vice President P. Æ. Irving, Secretary B. Williams, Treasurer, J. L. Beckwith, and a committee of five. The range is at Clover Point, Beacon Hill.

THE DUNSMUIRS.

The Late Hon. Robert Dunsmuir and His Remarkable Success.

Vast Business Concerns—A Palatial Residence—An Enterprising Firm.

The wonderful development of the resources of Vancouver Island is largely due to the liberality and public spiritedness of one man, the late Hon. Robert Dunsmuir, and therefore it is most appropriate in this special edition of the TIMES to give a brief biography of his life and some account of the vast interests of which he was the promoter.

Robert Dunsmuir was born in Hurlford, Ayrshire, Scotland, in 1825, his grand-father and father having been coal masters in that section. He was educated at the Kilmarnock Academy. In 1847 he married Joanna, daughter of Mr. Alexander White, and came to Vancouver Island for the purpose of opening up the Fort Rupert coal lands, for the Hudson Bay Company. It was found that the coal measures there were too broken, and in 1854 he returned to Nanaimo to aid in developing the mines now held by the Vancouver Coal Company. In 1864, the owners of the Harewood mine, Messrs. Wallace, Southgate and others, placed him in charge of the work on that property. In 1869 he discovered croppings of coal at Departure Bay, and sunk a shaft but did not find the seam. He then began a tedious and wearisome search for the lost seam, and was at last rewarded by finding it beneath the roots of an upturned tree in the dense forest on the very spot where at present is situated No. 4 shaft of the Wellington collieries.

This discovery was destined to revolutionize the coal trade of the province. The coal proved to be the best then or since found on the Pacific coast, and its fame soon spread. Admiral Farquhar, who then commanded on this station, with Capt. Egerton and Lieut. Diggle, took an interest in the mine which became a paying investment from the start. In 1878 Mr. Dunsmuir purchased Admiral Farquhar's and Capt. Egerton's interest, and in 1881 he bought the Chandler mine at South Wellington. In 1883 he bought out the interest of his remaining partner, Lieut. Diggle, paying him for an original investment of a few thousands nearly three-quarters of a million dollars. The famous Wellington mines have since been owned by the deceased gentleman and his sons, Messrs. James and Alexander Dunsmuir. The continued success that has attended the operation of the mines since Mr. Dunsmuir's death, can only be attributed to the wise forethought which planned their working and the admirable tact and judgment since displayed in carrying out these carefully laid plans. In the last year of his life he began the development of the Comox mines in connection with the Southern Pacific Railway Co. The total output of the mines owned by the Dunsmuirs, for 1889, is as follows:

WELLINGTON COLLIERY RETURNS.

Output of coal for 12 months ending Dec. 31st, 1889, 273,383 tons 14 cwt. No. of tons sold for home consumption, 76,524 tons 14 cwt. No. of tons sold for exportation, 197,510 tons 00 cwt. No. of tons on hand 1st January, 1889, 3,701 tons 1 cwt. No. of tons unsold, including coal in stock, Jan. 1st. 1890, 3,050 tons 1 cwt.

Number of hands employed.—Whites, 750; boys, 15; Indians, 00; Chinese, 100. Total hands employed, 862.

Wages per day—Whites, $2 to $3.75; boys, $1 to $1.75; Chinese, $1 to $1.25. Miners' earnings, per day, $3.50 to $4.50.

Value of plant—$150,000.

Description of seams, tunnels, levels, shafts, etc, and number of same—4 shafts with slopes, airways and levels; 3 air shafts; seam 6 to 10 feet thick.

Description and length of tramway, plant, etc.—12 miles of railway; 6 locomotives; 250 coal wagons; 13 stationary engines; 9 steam-pumps; 4 wharves for loading vessels, with bunkers.

UNION COLLIERY RETURNS.

Output of coal for 12 months ending Dec. 31st, 1889, 31,204 tons. No. of tons sold for home consumption, 100 tons. No. of tons sold for exportation, 23,700 tons. No. of tons unsold, including coal in stock, Jan. 1st, 1890, 9,314 tons.

Number of hands employed—Whites, 132; boys, 00; Indians, 00; Chinese, 182. Total hands employed, 314.

Wages per day—Whites, $2.50 to $4; Chinese $1 to $1.25. Miners' earnings per day, $3.50 to $4.50.

Value of plant—$25,000.

Description of seams, tunnels, levels, shafts, etc., and number of same—1 slope with airways and levels.

Description and length of tramway, plant, etc.—11 miles of railway. 4 feet 8½ inches gauge; 2 locomotives; 50 coal waggons; 1 diamond drill; 4 engines; 2 steam pumps; two wharves; one steam saw mill.

THE E. & N. RAILWAY.

The greatest enterprise undertaken by Mr. Dunsmuir was the construction of the Esquimalt and Nanaimo Railway. Before finally consenting to undertake the building of the work he had frequent interviews with the Marquis of Lorne, the then Governor-General of Canada, who was visiting British Columbia. His Excellency, with admirable foresight, selected Mr. Dunsmuir as the only man capable of undertaking so great a work, and by doing so he settled the differences then existing between the Province and the Dominion. The work was begun in 1884 and completed in 1886.

The railroad which extends from Victoria to Wellington is about 78 miles long. It is built of the best materials and operated on a liberal scale. The present officers are Alexander Dunsmuir, president, Col. Chas. F. Crocker, vice-president; James Dunsmuir, treasurer; Chas. Pooley, secretary; Jos. Hunter, superintendent. Directors—Alexander Dunsmuir, Col. Chas. F. Crocker, C. P. Huntington, James Bryden, and James Dunsmuir.

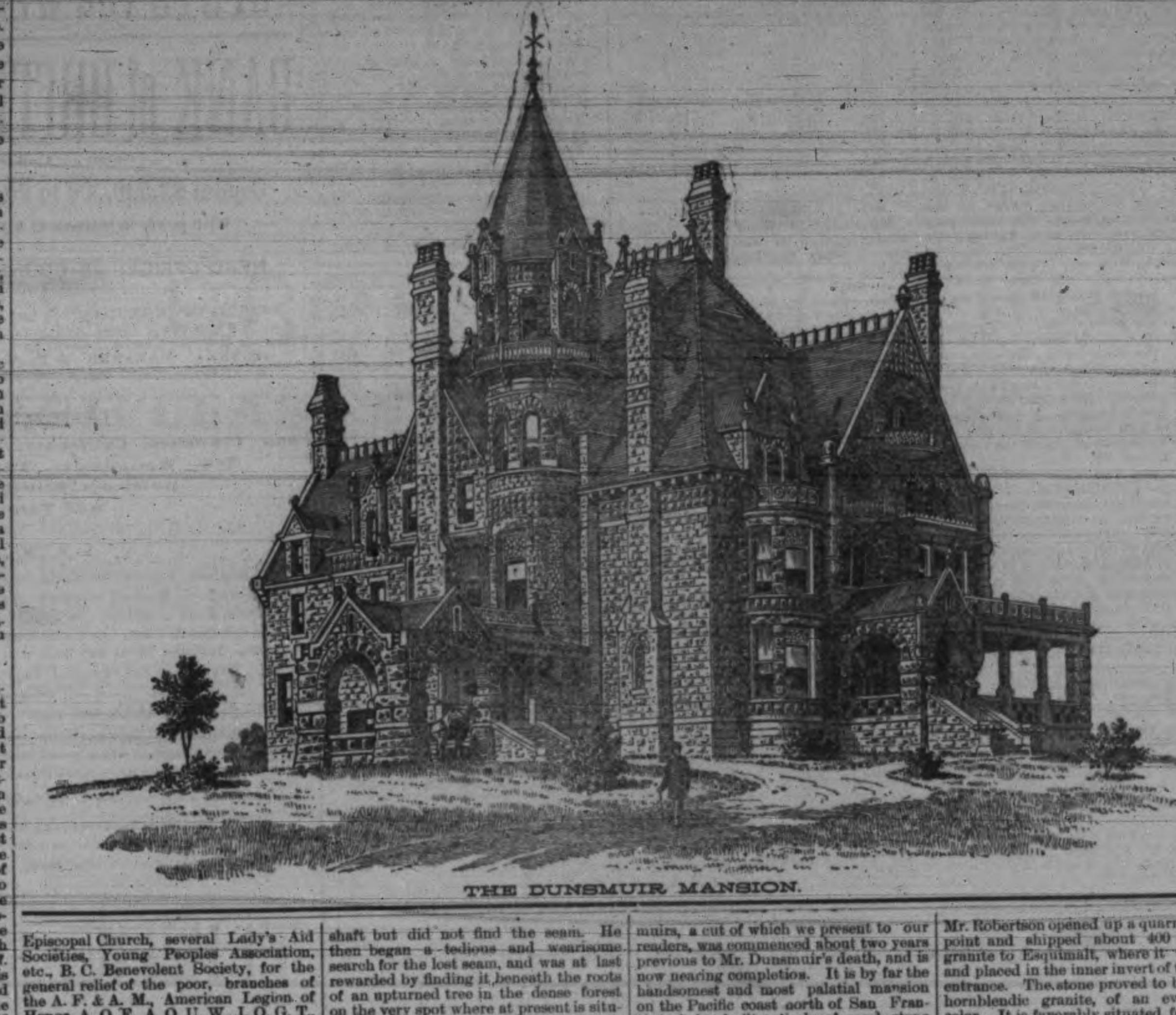
OTHER INTERESTS.

Mr. Dunsmuir was owner of a fleet of steamers and sailing vessels, to which since his death has been added the Lorne the most powerful and complete tug boat on the coast. She was built by the Albion Iron Works, a notice of whose extensive plant appears in another column. He was also the chief owner in the Albion Iron Works Co., a large shareholder in the Victoria Theatre, and was also largely interested in many other enterprises throughout the province. He was president of the E.&N. Railway, the Albion Iron Works Co., and the Victoria Theatre Co, and a director in several other companies.

In 1882 he was elected senior member for Nanaimo, and returned again in 1886. In 1887 he was gazetted President of the Council, a position he occupied up to the time of his death.

In Dominion politics he was a Conservative, though favoring generally the policy of reciprocity, advocated by the Liberals. In his death British Columbia lost the most energetic and successful son of her adoption.

The magnificent residence of the Dunsmuirs, a cut of which we present to our readers, was commenced about two years previous to Mr. Dunsmuir's death, and is now nearing completion. It is by far the handsomest and most palatial mansion on the Pacific coast north of San Francisco, being built entirely of sand stone from quarries on the E.&N.R.R., which have been largely developed through supplying materials for this building. When completed and finished its cost will not fall far short of $400,000.



THE DUNSMUIR MANSION.

Lord Lorne's Opinion.

"I would strongly advise you to cultivate the attractions held out to the travelling public by the magnificence of your scenery. Let this country become what Switzerland is for Europe in the matter of good roads to places which may be famed for their beauty, and let good and clean hotels attract the tourist to visit the grand valleys and marvellous mountain ranges."

"On every hand the visitor to this province is struck with evidence that only men, railways and working capital are wanted to open up the vast treasures of nature lying stored within its limits." —From "Canada, a memorial volume."

"In mere geographical extent British Columbia is the largest in the confederation. It has an area of 341,305 miles, or about 357,000, including Vancouver Island; and thus equals the area of France, Italy, Belgium and Holland all put together. It has a greater variety of climate than all the other provinces together, for the upper slopes of the Rockies are as cold as Labrador, while on the southern coast oranges were last year ripened in the open air. Its wonderful coast line; its unrivalled fisheries; its stupendous forests, many trees of which measure 8 to 10 feet in diameter; its incalculable wealth in those minerals which are the most valued and most necessary to man; and its peculiar geographical position on the Pacific Ocean all mark out the province of British Columbia as one of the imperial realms of the future.—From "Canada, a memorial volume."

Sir Charles Dilke's Opinion.

We give the following quotation from Sir Charles Dilke's "Greater Britain."

The position of the various stores of coal in the Pacific is of extreme importance as an index to the future distribution of power in that portion of the world; but it is not enough to know where coal is to be found, without looking also to the quantity, quality, the cheapness of labor, and facility of transport. In China and in Borneo there are extensive coal fields but they lie the wrong way for trade; on the other hand, the California and Monte Diablo, San Diego and Monterey coal lies well but it is of bad quality. Tasmania has good coal but in no great quantity, and the beds nearest the coasts are formed of inferior anthracite. The three countries of the Pacific which must for a time at least rise to manufacturing greatness are, Japan, Vancouver Island and New South Wales; but which of these will become wealthiest and most powerful depends mainly on the amount of coal which they respectively possess, so situated as to be cheaply raised. The dearness of labor under which Vancouver Island suffers will be removed by the opening of the Pacific railroad; but for the present New South Wales has the cheapest labor, and upon her shores at Newcastle are abundant stores of coal of good quality for manufacturing purposes, although for sea use it burns 'dirtily' and too fast. * * * The future of the Pacific shores is inevitably brilliant, but it is not New Zealand, the centre of the water hemisphere, which will occupy the position that England has taken on the Atlantic, but some country such as Japan or Vancouver Island jutting out into the ocean front Asia or from America, as England juts out from Europe."

SPLENDID GRANITE.

The Nelson Island Granite Co., Limited—A Fine Quarry.

The peninsula on which the city of Victoria is situated consists in the greater part of volcanic rocks with no strata suitable for building purposes. During the past twenty years the small quantity of granite used in the city buildings has been obtained from boulders scattered about the land in its immediate vicinity. In the year 1874, Mr. Morris of Kinipple & Morris, Greenock, N. B., engineers for the Esquimalt dock, visited British Columbia for the purpose of deciding on the site of the dock and the material to be used in its construction. Mr. Morris, after examining the neighborhood, came to the conclusion there was no granite within a reasonable distance of Esquimalt suitable for the dock, and recommended that it should be built of concrete faced with sandstone, with the exception of the inner invert, which was to be of granite—polished to make water tight connection with the caisson. Mr. Morris further advised the government that this granite, amounting to some 1,400 cubic feet, should be cut in Scotland and shipped round the Horn to Esquimalt. In 1881, a contract for the construction of the main dock works was awarded to McNamee & Co, who endeavored to procure granite from California, but considered the price of $1 60 per cubic foot for rough stone delivered on the wharf at San Francisco excessive. The late Mr. J. G. Robertson, one of the local partners in the firm of McNamee & Co, in 1881, discovered a mass of granite on the south west corner of Nelson Island, Jervis Inlet. Mr. Robertson opened up a quarry at this point and shipped about 400 tons of granite to Esquimalt, where it was cut and placed in the inner invert of the dock entrance. The stone proved to be a fine hornblendic granite, of an even gray color. It is favorably situated for quarrying, as it is traversed by nearly horizontal jointage planes, and rises in a low cliff from the waters edge. It is also conveniently situated for shipment. The exposed rock from Howe Sound to the northern extremity of the gulf of Georgia is generally granitic, but so shattered as to render it unfit for building purposes. The quarry was purchased by the late Mr. Robertson, but with the exception of the stone required for the graving dock, no rock was excavated until the fall of 1889.

The great impetus given to building operations in Victoria during the past year, and the large demand for building material on Puget Sound, consequent on the Seattle fire, induced the present owners of the Nelson quarry to re-open it on a large scale. The Nelson Island Granite Co., Limited, have erected derricks, steam engines, boarding houses, etc., on their property and provided every convenience for quarrying and shipping stone in unlimited quantities and with the greatest expedition. In connection with this enterprise, a large steam scow of 250 tons is in course of construction, which is expected to be in running order by the 1st April next. The scow will be provided with a steam derrick capable of hoisting stones of 12-ton weight, and fitted with twin screws and engines of 60 h. p. The company's granite splits readily, and remarkably true, reducing the cost of cutting and dressing to a minimum. Pieces have been split out 20 feet long, 2 feet wide and only eight inches thick, a result that probably could not be obtained in any other known granite quarry. A quantity of this granite has been delivered at Mr. Mortimer's stone yard, on Government street, where it is being cut and dressed preparatory to being placed in buildings now in course of erection in the neighborhood. The company are prepared to supply and deliver granite split to scantling sizes, up to blocks of 10-tons weight at any port in British Columbia or on Puget Sound. It is anticipated there will be a large demand for this stone for street paving in the near future.

Winter in Alaska.

Alaska papers to hand as late as the 15th of February report a cold winter in the territory, although the following record of temperature published in the Sitka *Alaskan* scarcely supports the statement. It is stated that Jack Frost made its first appearance this winter on December 2nd, last, with a north east wind. He has been with us off and on since that time, notably more frequently so during the present month. The highest temperature observed during December was 41 degrees on the 5th, and during January, 38 degrees, on the 6th. The lowest temperature at the same hour was in December, 23 deg. on the 23rd, and in January, 15 deg. on the 23rd. The temperature of the tidal water between December 1st and January 25th was highest in December on the 12th, being 46 deg., and in January on the 19th, being 44 deg.; the lowest was 38 deg. on December 8th, and 40 deg. on January 14th. From this it will be observed that the temperature of the tidal water does not follow that of the air.

"The climate of the southeastern portion of Vancouver Island, the region in which Victoria is situated, is universally conceded to be the most delightful on the Pacific Coast."—From "Canada, a memorial volume."

Painting and Paper Hanging.

For painting, paper hanging, calsoming etc., go to Lissett & Wark, 97 Yates street, above Douglas.

THE ALBION IRON WORKS.

The Most Extensive Manufacturing Concern in British Columbia.

Ships, Marine Engines and Iron Ships Built—Heavy Forgings and Castings.

The most extensive industry of Victoria, and one, too, which contributes greatly to the city's wealth, is the

ALBION IRON WORKS.

Here from morn to night is heard the ringing clang of hammers and the many noises incidental to a large factory whose output is manufactures of iron. The Works are extensive, occupying the entire space between Chatham and Discovery streets, from Store street up to Government, covering an area of several acres. The boiler shop is on Chatham street and takes up two whole blocks through to Herald street. From this it will be seen that the shops are of considerable importance. Here all branches of the iron trade are carried on—founding, forging, fitting, machine work, pattern making, boiler making and every class of machine building—giving employment to about 300 hands, to whom wages totalling $100,000 per annum are paid.

The president of the Albion Iron Works is Mr. James Dunsmuir, who by his connection with the Wellington Collieries, E.&N.R.R. and a large fleet of tug boats furnishes much of the work which keeps them so busy from one years end to another.

The Manager of the company is Mr. W. F. Bullen, a shrewd, business-like gentleman, who has been in his present position about four years, although he has for eleven years been identified with the Works, having been employed for a long time by the late Mr. Jos. Spratt, the founder of the industry. Mr. Bullen is assisted by an able staff of foremen, Mr. Thos. Shaw, who looks after the boiler shops, and Mr. H. G. Kessler, who attends to the machine department, being the principal ones, although the general forman of the fitting shop, Mr. Jeremiah Madden, must not be forgotten. This latter gentleman came to Victoria in 1863 with Mr. Spratt when the Works were first started, and has been continuously employed there ever since, over a quarter of a century. He is well liked and popular, both by the employers and employees, as his long term of service proves.

THE MAIN SHOPS.

Perhaps a short description of the Works would not be uninteresting, and to make the sketch more entertaining, the process of building a compound engine for a steamer will be described. Under the guidance of Mr. Bullen, who kindly gave the writer a few minutes of his valuable time, the tour of the Works is made. First in order is the drafting room. Here, in a well lighted and quiet apartment, the working drawings are got out. The drawings of the parts of the engine to be made of cast iron and brass are sent to the pattern room, and here the columns, cylinders, bedplate, etc., are first fashioned in wood. The drawings of the forgings are sent to the smiths' shop, and the connecting rods, shaft, cranks and other malleable parts are there formed, heavy steam hammers assisting a company of smiths at the work. The heaviest of the hammers, a 25-ton one, is used to manufacture crankshafts, the material for which is a mixed assortment of the toughest of scrap iron. This is shingled by the hammer, and ultimately brought to a welding heat and forged into a massive and solid shaft. In the foundry the wooden patterns are duplicated in brass and iron, and are then sent on to the machine shop, where ponderous lathes and powerful cranes handle the massive weights easily. The forgings, too, are machined in the same shop, and after each part is completed the staff of erectors put the engine together on the floor of the erecting room, each part being made to fit to a nicety before the job leaves the works. At the present time there are under construction two sets of triple expansion engines of a hundred horse-power, two pairs of compound engines of one hundred and twenty horse-power, two large sawmill engines with cylinders 30x24 inches, and a hundred other smaller jobs, among them a lot of large valves for the Vancouver Water Works. In the several departments the finest and heaviest machinery is used, and is being constantly added to, and the largest engines can be built, those of the tug Lorne, of over 1400 I.H.P., being a splendid sample of the class of work turned out.

Besides the departments mentioned there is a part of the Works exclusively used for the manufacture of stoves and grates, and in these necessary articles a big trade is done, the output being of a superior quality and is sold all over the province, the excellence of the Albion stoves being attested to by thousands of housewives.

In the boiler shop everything is found to expedite the construction of steam producers. Vertical and horizontal rolls, shears, punches, swage blocks and all are there, and twelve huge boilers being fashioned, the noise consequently is something terrific. Noticeable among the boilers is a large one for the steamer Active, of New Westminster. This boiler was originally built in Eastern Canada, the owners of the boat having it sent out: It had not been six months in the boat before it was found necessary to have it entirely rebuilt, the first construction being faulty in the extreme. The fact that the repairs are being made at the Albion is a good proof of the excellence of the work turned out in the past.

THE DRY DOCK BRANCH.

When the British man-of-war Amphion went ashore last fall, smashing her iron sides as if they were egg-shells, the general public were of the opinion that the vessel would have to be patched up and taken to England for full repairs. But the resources of the Albion Iron Works were not reckoned on, for when the job was let out the tender of Mr. Bullen was the one accepted by the British Government, and this, too, when the Union Iron Works, of San Francisco, and other large shops, made bids. As soon as the contract was signed, special machinery to handle the job was at once erected at the dry dock at Esquimalt, where the Amphion was lying, and a large force of men put to work. A trip to the dock shows that the work is being done in a first-class manner, a complete iron shipbuilding plant having been put up. An immense power-punch and shears, the bed and frame of which weigh eleven tons, and whose massive jaws can bite off a piece from a four-foot steel plate an inch and a half thick, is one of the machines. A 24-foot furnace for heating the plates and frames has also been erected. A planer, taking a cut of 20 feet, and a set of heavy rolls, taking 18-foot plates, drilling machines, and a powerful engine for furnishing motive force is part of the outfit. The work on the Amphion is progressing fast, and a splendid job is being made of it, and probably in less than six weeks the man-of-war will again be in her native element. The Admiralty sent out from Devenport dockyard, Mr. F. D. Palmer, R. N., under whose inspection the repairs are being made. Mr. Palmer is a mechanic of more than ordinary ability, and was superintendent of work on the Iron Duke at Hong Kong, and for many years master of dockyard work in England. To suit such a critical supervisor the work must be perfect, and as the work done by the Albion is up to his standard it is proof that it cannot be excelled.

It is greatly to the credit of the management of the Albion Iron Works that this extensive job was not taken out of the province. It is indisputable proof that the most difficult and extensive work can be handled in Victoria.

INLAND REVENUE.

The Collections in British Columbia by Divisions During 1889.

The following statements showing the receipts from inland revenue sources are valuable as indicating the home production of cigars and liquors, and the relative quantities manufactured in the several districts of the province. In this as in all other matters, Victoria is so far ahead of other localities as to be practically without a competitor. Notwithstanding the production of cigars and beer, which appears abnormally large for a city of 20,000 people, our citizens are perhaps as sober and as little addicted to the unfragrant weed as are the citizens of some of the prohibition towns in the refined and cultured east. We make cigars and brew beverages for the people of the whole province and the profits from this lucrative trade finds its way into the pockets of enterprising Victorians. The tables below, will, especially to those interested in the business, be useful if not entertaining:

Collections for the Inland Revenue Division of Victoria, comprising the cities of Victoria, Vancouver, New Westminster, Nanaimo, Donald and Kamloops from 1st January to 31st December, 1889.

CITIES.	January	February	March	April	May	June	July	August	Septem'r	October	Novem'r	Decem'r	Total.
Victoria	$4,985 84	$5,065 95	$7,178 00	$6,587 48	$8,537 24	$6,604 99	$8,302 61	$9,085 81	$9,835 00	$10,265 30	$6,004 42	$8,247 00	$90,949 71
Vancouver	1,124 65	1,106 12	925 87	1,039 09	740 27	1,458 79	1,600 12	1,731 11	1,225 40	1,539 34	1,309 75	752 60	15,307 22
New Westminster	276 05	430 34	223 00	523 02	309 65	506 61	430 67	493 15	354 89	416 50	361 30	394 10	4,716 23
Nanaimo	229 86	204 80	252 30	367 32	376 26	479 47	504 06	559 82	289 89	375 53	302 54	294 29	4,374 85
Donald	470 89	649 20	657 06	270 51	115 21	420 11	706 13	170 33	432 50	780 65	635 06	577 45	5,986 36
Kamloops							281 38	273 59	303 78	906 98	275 52	714 29	2,797 88
Total	$7,136 70	$7,495 95	$9,304 69	$9,427 57	$10,079 00	$9,556 06	$11,854 94	$12,978 91	$12,465 16	$14,461 71	$9,078 32	$10,889 64	$124,021 45

Statement showing the Collections in the Inland Revenue Division of Victoria, from January 1st, 1889, to December 31st, 1889.

MONTH.	Licenses.	MANUFACTURED TOBACCO. Lbs.	Rate of Duty. Per lb	Duty.	CIGARS. Number	Rate of Duty. Per M.	Duty.	SPIRITS. Proof Gallons.	Rate of Duty. Per gal	Duty.
January	10 00	1,540	20	308 00	186,250	$6 00	$1,117 50	2,868 64	$1 30	$5,028 71
February		6,044	20	1,208 80	151,975	6 00	911 85	3,006 60	1 30	4,408 75
March	100 00	9,135	20	1,827 00	199,525	6 00	1,197 15	2,986 42	1 30	4,967 87
April		5,604½	20	1,120 90	192,050	6 00	1,152 30	4,211 41	1 30	5,474 85
May	10 00	6,317½	20	1,263 50	190,650	6 00	1,143 90	4,032 19	1 30	6,261 79
June	2,025 00	5,498	20	1,099 60	211,750	6 00	1,270 50	4,389 57	1 30	8,511 48
July		6,475	20	1,295 00	143,250	6 00	859 50	4,956 96	1 30	6,444 02
August	70 00	9,150	20	1,830 00	218,650	6 00	1,311 90	5,727 97	1 30	7,440 30
September		11,982	20	2,396 40	190,750	6 00	1,144 50	5,311 54	1 30	7,164 94
October		7,057½	20	1,411 50	183,375	6 00	1,100 25	7,367 75	1 30	10,176 00
November	50 00	2,310	20	462 00	194,275	6 00	1,165 65	4,657 [illegible]	1 30	6,299 49
December		4,070	20	814 00	215,050	6 00	1,290 30	6,048 [illegible]	1 30	7,655 86
Total	$2,265 00	75,183½		$15,036 70	2,277,550		$13,665 30	50,348 [illegible]		$77,182 65

MONTH.	MALT. Lbs.	Rate of Duty. Per lb	Duty.	Petroleum Inspection Fees.	Other Rec'pts	Total.	EXPORT. Beer, Gals.	Tobacco, lbs.	Spirits, Proof Gals.
January	57,840	1 ct	$578 40			$7,136 70	540	62	31.70
February	57,751	1 ct	577 51			7,495 95			
March	109,011	1 ct	1,090 11			9,304 69	300		19.60
April	167,092	1 ct	1,670 92			9,427 57	995	128¼	15.81
May	195,541	1 ct	1,955 41		$25 00	10,079 00	[illegible]	70	
June	163,595	1 ct	1,635 95		50 00	9,556 06	540		
July	183,145	1 ct	1,831 45			11,854 94	546		88.19
August	160,061	1 ct	1,600 61			12,978 91	762		
September	142,072	1 ct	1,420 72	$349 50		12,465 16			
October	164,977	1 ct	1,649 77			14,461 71	1,180	175	9.70
November	97,096	1 ct	970 96	124 10		9,078 32	1,300	140	85.24
December	90,088	1 ct	900 88	117 40	25 00	10,889 64	1,300		80.40
Total	1,519,820		$15,198 20	$591 00	$100 00	$124,021 45	8,910	569¾	275.80

REMOVAL.

JNO. TEAGUE,

ARCHITECT,

Has removed to new offices corner of Broad Street and Trounce Avenue. feb20-tf

J. H. Gray. F. A. Devereux.

GRAY & DEVEREUX

CIVIL :-: ENGINEERS

—AND—

RAILWAY, LAND, AND MINE SURVEYORS.

Plans, specifications and Estimates of structures and excavations prepared for contractors. Surveys taken by contract in all parts of the province and Washington. Timber limits located. Office Room, "C" Waite House, [illegible] Government street. P. O. box [illegible] [illegible]

CITY INDUSTRIES.

Who Our Industrial Producers Are, and What They Make.

Diversity of Production—Opportunities for Expansion in New Lines.

The position occupied by Victoria is more that of a mercantile city than a manufacturing one, but still the mechanical arts are carried on to a considerable extent, and besides manufacturing what is needed for home consumption, large exports are made. Among the many industries carried on are the following:

MACHINE SHOPS.

THE ALBION IRON WORKS takes first rank, that establishment being fitted out with the latest and best improved machinery for the manufacture of all kinds of iron work, heavy castings, forgings, stoves, boilers, etc. The engines and boilers of the tug Lorne, 280 nominal horse-power, were built at these works. The engine of the electric railway power house was also constructed by the Albion Works, as have been the engines of many small steamers, and large quantities of mining machinery. In fact, the works are fitted out equal to any north of San Francisco, and the fact that the repairs to the man-of-war Amphion are in the hands of the company speaks well for its ability to handle large jobs. About 300 men are employed.

THE VICTORIA MACHINERY DEPOT of Spratt & Gray, at Rock Bay, is also a well fitted workshop, and is increasing its capacity very rapidly. The best of machines are in use and are being added to constantly. The establishment will ere long, no doubt, take a position among the foremost of the city's industries. There are about 20 men employed.

THE VANCOUVER IRON WORKS, on Pembroke street, managed by Wilson Bros., also turn out much good work, both in castings and machine finished jobs. At present 10 men are at work.

THE B. C. IRON WORKS of J. Robertson, on Store street, are capable of turning out good work, ship and machine blacksmithing and boiler making being a feature. A steam hammer makes it easy to do heavy forgings. Ten to fifteen hands are employed.

SAWMILLS AND WOODWORKING.

W. P. SAYWARD'S MILLS on Constance street, Rock Bay, are capable of dealing with immense quantities of logs, turning them into lumber at the rate of about a million feet per month. Most of this lumber is used in local work, little of it being exported in the rough. About 35 hands are employed at the mill.

JOHNSON, WALKER & FLETT'S lumber and planing mills, on Government street, near Rock Bay, is also an extensive establishment, and besides sawing lumber in the rough, it is kiln-dried and manufactured into building material of all descriptions. Twenty hands are on an average employed there.

MUIRHEAD & MANN'S door, sash and blind factory on Constance street, is one of the oldest and best equipped establishments in the province. It gives employment to 35 workmen and a steady output of house material is kept up throughout the year.

SMITH & MCINTOSH, on Langley street, do a great deal of indoor finished work and stair building, besides manufacturing for the firm's outside contracts. Ten mechanics are kept busy in the shop.

SAMUEL GRAY'S steam mill on Chatham street is kept busy the year round at the lumber finishing business, giving employment to eight men.

Besides these there are several smaller jobbing shops which do a large amount of work during the year.

FURNITURE FACTORIES.

JOHN WEILER'S large establishment on Humboldt street, is one of the best in the city and a large amount of furniture is turned out for export and local trade. A large three-storey building is filled with the latest kinds of woodworking machinery, operated by a fifty horse-power engine. About thirty hands are kept busy.

JACOB SEHL'S factory, at Laurel Point, is a fine three-storey brick building, 85x64 feet, and illuminated by electricity generated on the premises. All kinds of furniture are manufactured, and steady employment given to 25 hands.

SHORE & ANDERSON, Douglas street do quite an extensive business in furniture keeping from six to ten men employed.

HASTIE & LOCKHART, Government street, have also a good run of work, although a new firm. They keep nine men employed at the different branches of their business.

CIGAR MAKING.

There are several cigar factories in Victoria, chief among them being that of:

JOHN KURTZ, Government street, who keeps a large staff of men at work.

J. L. LEVY, Government street, also turns out a large quantity of cigars per annum, giving employment to six hands.

BARNEY LEVY, whose factory is on Johnson street, also does a good business, six men being employed nearly all the time.

M. BANTLY, Johnson street, has four hands at work and is kept fairly busy.

Besides these white labor establishments, there are several Chinese cigar factories in different parts of Chinatown, the output being mostly exported.

BREWERIES.

Victoria has a large number of breweries, malt liquors being the favorite "tipple." All of them do a good business, and one that is constantly growing, for the fame of Victoria beer is well known, the water being peculiarly adapted for brewing purposes. The licensed breweries running at present are Loewen & Erb, C. Gowen & Son, Carter Bros., J. Leahy, Bavaria Brewery, and Fairall's at Russell station.

PIANO MAKERS.

GOODWIN & JORDAN, corner Broad and Fort streets, are the only piano manufacturers in the province. The instruments turned out are first-class in every respect, and are said by experts to be even better than those made in some of the larger factories of the east. The actions and all parts of the instruments are built here. The firm also do considerable church organ work, and employ several hands.

READY-MADE CLOTHING.

T. B. PEARSON & Co., Yates street, do a large trade in this line, keeping twenty-four sewing machines at work, operated by a two horse-power gas engine. Besides the workmen who run the machines there are several hands employed at cutting, finishing, etc.

J. PIERCY & Co., of Yates street, are also extensive manufacturers of clothing, and intend shortly to put in power to enable them to keep up to their constantly increasing trade.

STEAM BAKERY.

THE VICTORIA STEAM BISCUIT FACTORY, James Bay, owned by M. R. Smith & Son, turns out as good hard bread, crackers, fancy biscuits, etc., as can be purchased anywhere. Since its establishment the factory has been kept busy. Nine hands are steadily employed.

SOAP MAKERS.

PENDRAY & Co., whose factory is on Humboldt street, manufacture large quantities of laundry, plain and toilet soaps for the local and export trade. The factory is fitted with new and improved machinery, and the excellence of the output is shown by the large sales.

R. CRUICKSHANK'S Victoria soap works, 116 Yates street are well-appointed and provided with all appliances necessary for the manufacture of first-class goods. The manufacturer makes a specialty of fine electric, blue-mottled, yellow and toilet soaps, as well as boiled yellow and cream pale soap. The output is considerable, a large trade being done among local dealers and with the settlements in the north. The business is constantly increasing, and Victorians need never fear a scarcity of cleansing material while these works are running. Sal soda is also manufactured and finds a ready sale.

BRICKYARDS.

The soil around Victoria abounds in clay pits, which is first-class for brickmaking. Many yards have been established, and much capital invested. The principal yards are those of Coughlan & Mason, Maurice Humber, and Elford & Smith. The output from these yards amounts to millions of bricks per annum. The many large brick blocks lately built in the city have been constructed of bricks from the above-mentioned yards. Cargoes of bricks are also exported to Vancouver, Port Townsend and Seattle. There is a small army of laborers employed in the industry

SHOE FACTORIES.

Formerly there were three shoe factories in Victoria, but they have all been consolidated and purchased by the Ames Holden Co., who carry on business in a large brick block extending from Government to Langley streets. Thousands of pairs of all grades of foot wear are made, and an extensive export trade done. Over 50 hands are employed in the business.

TANNERY.

There are several establishments for this work, but the Rock Bay Tannery is the most extensive. W. Heathorn & Co. have been established at the head of Rock Bay for many years, and have built up a big business. The quality of the work turned out is of a superior kind, and is sold readily. Twenty men are employed at the works.

OTHER BUSINESSES.

In addition to the many industries mentioned, which are looked upon as factories, there are hosts of smaller concerns, such as spice mills, wood mills, opium boiling works, soda and aerated water works, candy factories and other industries, which in their way add largely to the wealth of the city.

BOOKBINDERY.

R. T. WILLIAMS, 28 Broad street, has a very extensive establishment for the carrying on of bookbinding, paper ruling and other work. The main workroom is 30x42 feet; the rubber stamp department is 15x32 feet, and 18 hands are employed. The capital invested in stock, machinery, building, etc., is $17,000. Last year 4,000 directories were published, Mr. Williams having for many years issued the B. C. Directory. The total value of business at the establishment is about $12,000 annually.

RICE MILLS.

THE VICTORIA RICE MILLS on Store street turn out a great deal of material, and add considerably to the wealth of the city. This industry was established in 1885, and is now a quite extensive business, over 3000 tons of rice being handled annually. The buildings are of stone, a fine large wharf and sheds extend down to the water front into deep water. The power for the machines is generated by a 160 horse-power Corliss engine, supplied with steam by two large boilers. Rice meal, rice flour, chit rice and granulated rice for malt, are prepared. The latter is used for malt in the manufacture of lager beer, and large quantities are exported to 'Frisco for this purpose. The value of the plant is over $75,000, and 35 men are employed.

SHIPYARDS.

Victoria has several shipyards for the building of small vessels, although many of considerable tonnage have been constructed here. The Star yard of Messrs. Smith, Warner & Kermode; Laing's yard of Messrs. Clark & Watson, and Turpel's yard, all have ways for the hauling out of vessels for repairs. New hulls are also built at these yards. The Clyde shipyard at Rock Bay, of which R. Calvin is proprietor, turns out good work, several steamers having been built there. The style of work turned out by the Victoria yards is first class and compares well with places where shipbuilding is almost a specialty. The number of men employed varies considerably, but there about seventy engaged in the work in its different branches.

ICE WORKS.

One of the latest, but by no means the least of Victoria's industries is the B. C. Ice Co's. factory at Spratt's wharf, which was last summer put in operation for the first time. The process is the anhydrous ammonia, and by means of it and special patents in the freezing tanks, six tons of pure and crystal ice can be turned out every twenty-four hours. Arrangements for the freezing of fish in solid blocks of ice, have also been made, and by this means the fish can be transported fresh to all parts of the world. The value of the plant and works is in the neighborhood of $15,000 and seven men are employed in the warm weather. S. L. Kelly & Co., are the principal shareholders.

BLACKING AND BLUEING.

Messrs. Pendray & Co., soap-makers, have also lately added to their plant an outfit for the manufacture of stove and shoe blacking, and laundry blueing. The goods turned out are of a superior quality, and find a ready local sale. Several thousand dollars have been invested in the business, and about 12 hands are employed on the works.

MINING REMINISCENCES.

Christmas Dinner at Barkerville—Memories of Other Days.

The miners on Williams' and adjoining creeks are more fortunate than those on the outlying creeks, for they are near Barkerville, where there are three houses—two hotels and a restaurant—each serving excellent meals at all seasons, but superexcellent during Christmastide. Besides, the miners receive invitations from the families residing in Barkerville, but wherever they dine they are reminded of home, formality and restraint being laid aside and good cheer reigns supreme. At other seasons of the year, the pinching hand of poverty may be felt, but on Christmas day no man heed go without a good dinner, since an abundance is provided at the houses and all are as welcome as the good things are abundant. At Mr. Kelly's hotel I have dined on Christmas day for years, so that to me it is more like home than any other house in town.

To Cariboo-ites few men perhaps are better known than Mr. Kelly. He has been in Cariboo since 1863. In '64 he built the Wake-up-Jake, which after the fire became the most popular and fashionable restaurant in the city. On Grouse Creek he also kept a boarding house; at the present time he keeps a hotel, a bakery and a store. Like other business men he has done considerable prospecting, and though not very fortunate, still he is prosperous. The sight of an old walking stick, or to hear a name mentioned that has been forgotten for years, may recall to the mind a thousand incidents that lays buried in the past.

This is true of Mr. Kelly's house which one cannot enter without being reminded of old times. In passing from the bar room to the dining room, one passes through a cosy, comfortable, well-furnished little sitting room, whose walls are covered with photographs. Nearly opposite to each other hang two, reminding one of the palmy days of both William's and Grouse creeks. The one is Barkerville before the fire of '68; the other is the Heron company. Both are good pictures. Around both are clustered many pleasing and sad reminiscences, but the picture of the Heron company is the best. It represents nine men, just as they were twenty years ago, some of whom were leading spirits in Cariboo.

At one side stands J. Laidlaw, the foreman of the company, with a pan of gold in his hand. At his left hand sits R. Brown, J. Adair his partner standing close by him. A little to the left of them, closely grouped together, are D. Cain, T. Pattullo and J. Polmere, the unfortunate three, for each met a sad and melancholy death.

In '75 D. Cain, a noble specimen of physical manhood, being both strong and active, was drowned in the Pacific while on his way to San Francisco.

Pattullo was also a big, powerful man, animated by a large generous soul, which found expression in a broad, genial face lit up with a pleasant smile. A benevolent cause always found a response in his sympathetic nature and aid from his purse. He was very successful in mining, being interested both in the Heron and in the Victoria on Lightning creek. Still he is classed with the unfortunate. Some men master their circumstances and rise above their surroundings, making adversity as well as prosperity contribute toward their own well-being; but poor Tom fell a victim to his surroundings, not because he was bad, but because he was socially good, for in a different community he might have lived for many years. In January 1878 he died at Barkerville.

In personal appearance John Polmere was tall and genteel. He had a proud, haughty manner, a dignified reserve, and yet was as independent, as honest, as generous and as honorable as he was proud. Toward those that enjoyed his friendship he was even free and genial. He was a good workman, an enterprising miner, a first-class foreman, managing and working men to advantage. In the spring of '82, while working on Snow Shoe creek, a rock dropped from the face of the drive, which caused his death. He was buried in a lonely but pleasant spot by the Rev. J. Turner. Close beside him lies Joe Rawley, another good-hearted, honest man.

The other three men referred to in the picture are McDugall, F. Campbell, D. Cummings. W. Heron and J. Allan, the two discoverers of the claim, are not given in the picture. J. Allan is still working on Grouse creek, and when he visits Barkerville, which is not more than once or twice a year, he is the same old boy. He is both seen, heard and felt, and for days he is in the atmosphere, even after he leaves.

We have neither time nor space to write all that this unique little sitting room suggests about the past, for dinner is now ready, a dinner which reflects credit on Mrs. Kelly and her two daughters, who are adepts in the culinary art. There were ten at the first table, eight of whom were old hands. At the head of the table sat Mr. Kelly. On his right sat R. Brodie, a partner of G. Cowan, M.P.P., which is all that is left of the old Renfrew company, Conklin's Gulch. Mr. Brodie is older, but never looked better than at present. Next to Brodie sat G. Gad, who is working on Grouse, where he has worked for many years. He is as young looking and as active as he was ten years ago. A fine specimen of young manhood sat next to Gad, who is both intelligent and enterprising. His name is Ernest Rivart. On Mr. Kelly's left sat J. Pomroy, who is still working on Grouse creek. Around his name cluster many pleasing recollections, among others the Waverley tunnel, the large basin containing millions of dollars, which the tunnel was to tap. R. Dexter, C. Hankings, G. A. Dow, the late Judge Elwyn, and many others whose names we have not time to mention, rise from the grave of the past, and appear to us now as plainly as they did in '66, '67 and '68. What energy, what enthusiasm, was manifested in those days! Now the most of our mining is done around the bar room stove. Pomroy is failing, still he is enthusiastic about the quartz. He was among the first that had quartz at the the test works.

Every little village has its shoemaker. There was a time when Barkerville had several, but now she has only one, whose name is G. L. Shepherd. At his trade he has made considerable money, but like many others he has been unfortunate in prospecting. He is one of the largest shareholders in the Nason company, Antler creek. At dinner he sat next to Pomroy. Tom Bowden sat next to Shepherd, who is a brother of Nicky Bouden, who made money in the Prince of Wales company in early days. There is a good story told about Judge Spaulding and Nicky. A company one sued Nicky, who was foreman of the adjoining company. The charge was that Nicky had worked the ground on the line then caved it. Nicky, who spoke very broad Cornish, told the judge that he did spile the ground. "You must not say that," said the judge, "for the other party say that you spoiled the ground." Nicky asserted more emphatically that he spiled the ground. "Tut, tut, tut!" exclaimed the judge, "I tell you, man, that what the other party are trying to prove is that you spoiled the ground." Nicky now became excited, and the judge lost his patience, when the clerk of the court explained to the judge that Nicky meant that he had lagged the ground. An apology was made by the judge, and the trial went on. At the other end of the table sat H. McDermott, on his right sat Sandy Coutts, and on his left sat G. Ferguson. These three constitute the Gulch company, Conklin's Gulch. In numbers they are insignificant, still they have dug two large ditches, laid over one thousand feet of bed rock flume and run a tunnel seven hundred feet, and in a short time expect to be on pay.

GEORGE FERGUSON.

—A specialty—Victoria, Nanaimo, Vancouver and New Westminster directories. R. T. Williams, publisher, blank book and rubber stamp manufacturer. Broad Street, Victoria, B.C.

GOLD DUST.

Shipments From Victoria to San Francisco for the Year 1890.

Although it may be supposed by many people that "gold dust" is, so to speak, a legal tender anywhere, it is nevertheless a fact that this city is practically the only "market" for the purchase and shipment of the precious stuff in British Columbia. Gold dust, it is true, is bought from the miners, or taken in exchange for goods, by every trader in the country; but as Victoria is the wholesale and financial centre, and the headquarters of the great express company of Wells, Fargo & Co., which handles nearly all the gold shipments on the Pacific coast, it eventually finds its way into the vaults of either of the banks, and is by them sent to the mint at San Francisco. The yield of gold (all alluvial) by the province for several years past, has averaged over half a million of dollars. No doubt a large quantity is carried out of the country by miners, of which no record is kept; but the following table of monthly shipments, furnished by the express company, indicates that the industry of mining is a growing factor in our steadily increasing wealth and prosperity:

GOLD DUST SHIPMENTS.

1889.	Bank of B. C.	Bank of B. N. A.	Bank of G.G.&Co.
January	$ 3,848 69	$ 810 00	$ 10,868 95
February	13,835 32	1,006 00	11,902 29
March	9,916 79	400 00	10,736 88
April	16,709 25	2,568 14	12,492 80
May	15,202 23	6,720 00	7,985 91
June	23,096 36	6,356 00	17,751 12
July	38,001 00	4,030 00	14,115 72
August	34,364 64	8,510 98	22,319 14
September	29,135 67	9,148 86	21,078 18
October	26,548 55	9,008 00	18,609 28
November	38,010 42	2,250 64	25,855 21
December	16,957 94	683 07	14,784 88
Total	$254,128 87	$ 46,489 64	$198,580 11

RECAPITULATION.

Bank of British Columbia	$250,128 87
Bank of British North America	46,489 64
Garesche, Green & Co	198 580 11
Total, 1889	$498,198 62
Total, 1888	472,442 15
Increase	$15,751 47

W. J. Pendray manufactures Blue Mottled, Yellow and Borax Soaps.

B. C. FISHERIES.

The Great Salmon Canning Industry—The Catch and Its Value.

Reliable Statistics From Official Sources—A Yield of Over $6,000,000.

From California to Behring Straits and from Behring Straits to China and Japan, almost every river and brook is annually visited by swarms of salmon their nature being to spawn in fresh water. Such giants as the Amoor, Yukon, and Columbia are as much crowded as the smallest brooks, and even where runnels wander among the big turfs of the sub Arctic Moors the fish wound themselves in their struggles up shoals in which they are half out of water. Whole nations of savages have lived for ages on this natural provision of food, and now hundreds of factories are in operation where it is preparing it for the markets of the world. There is no difficulty in catching the fish, for in some streams they are so crowded that they can readily be picked out of the water by hand. Flat bottomed boats are used and gill nets extended across the rivers at suitable stages of the tide. The fish taken are thrown into scows from where they are hoisted into a factory or "cannery" built on piles near the bank. Chinamen and Indian women in large numbers are then engaged in cleaning, and chopping off heads and tails, cutting up the good meat, and thrusting it into tins which have been made on the spot. These tins are soldered, boiled and tested, lacquered and packed. The cases, made at a neighboring saw mill, hold 48 one-pound tins.

The following figures show the growth of the business since 1876.

TOTAL YIELD.

	No. of Canneries.	Cases.
1876	3	9 847
1877	6	67,387
1878	10	113,601
1879	9	61,093
1880	9	61,849
1881	12	117,276
1882	18	255,061
1883	24	196,292
1884	17	141,242
1885	9	108,517
1886	17	161,264
1887	20	204,083
1888	21	184,040
1889	28	414,294

Messrs. Robert Ward and Co., have kindly supplied us with the following table showing the business done last season.

Fraser River—	
Ewen & Co	33 582
British American Packing Co	25 398
Delta Canning Co	23,913
British Columbia Packing Co	20,617
Laidlaw & Co. (Sapperton)	20 357
Wellington Packing Co	20,064
M. M. English	19 509
Bon Accord Fishing Co. (Sea Is'ld)	18,085
" " " (Coquitlam)	18,073
Richmond Canning Co	17,170
E. A. Wadhams	17,000
Harlock Packing Co	15,480
Canoe Pass Canning Co	14,540
Beaver Canning Co	14,253
C. J. Hobson & Co	13,716
British Columbia Canning Co., (Deas Island)	12 158
Total	303,875
Skeena River—	
British American Packing Co	12,384
R. Cunningham	10,000
North Pacific Canning Co	9,880
Balmoral Canning Co	9 080
Windsor Canning Co	8,686
Inverness Canning Co	8,135
Total	58,165
Rivers Inlet—	
Rivers Inlet Canning Co	16 682
Wannuck Packing Co	9,022
Total	25 704
Naas River—	
A. J. McLellan	10 111
Naas River Cannery	4,770
Cascade Packing Co	4,539
Total	19,410
Alert Bay—	
Alert Bay Canning Co	7,140
Total	7,140

SUMMARY.

Total Packs—	
Fraser River	303,875
Skeena River	58,165
Rivers Inlet	25,704
Naas River	19,410
Alert Bay	7,140
Total Pack of B. C	414,294

The distribution of the pack was as follows:

TO LONDON.		
Direct	169 832	
Via San Francisco	12,000	
Via Rail	600	
		182,432
TO LIVERPOOL.		
Direct	113,308	
Via San Francisco	42,707	
		156,015
EASTERN CANADA.		
Via Rail		42,261
AUSTRALIA.		
Direct	2,500	
Via San Francisco	21,581	
		24,081
VALPARAISO.		
Via San Francisco		400
Local Sales and Stocks in Warehouses		9,145
Total B. C. Pack, Cs		414 294

The following table, derived from the report for 1888 rendered at Ottawa by the Inspector of Fisheries shows the amount of capital invested in this industry during that season:

CAPITAL INVESTED.

52 Vessels 2,166 tons	$186,400 00
1,257 Boats	71 042 00
224,865 Fathoms Gill Net	150,110 00
5,790 do Seine	8,260 00
89 Dogfish and Halibut Trawls	1,320 00
Total	$417,132 00
23 Canneries complete	569 000 00
3 Oil Factories	18,500 00
2 Freezing Establishments	10 000 00
6 Salting Stations	21,500 00
Total	$619,000 00

The number of men engaged was 5,456, besides 308 employed in the sealing industry.

In order that the fishery should not be injured by the immense numbers of salmon taken, the fisheries department at Ottawa has instituted a hatchery on the Fraser river where enormous quantities of young fish have been given a start in life during the last five years.

The refuse from so many factories would materially injure the runs of salmon in time, but it is now being found out that the treatment of salmon offal for oil and guano is a profitable industry. There is room here for the investment of a little capital.

The business is rapidly extending, and this season a cannery is to be erected on Gardner's Inlet besides two or three more on rivers already fished. At the head of every inlet on the coast there is a river, and nearly every river is frequented by salmon. There appears to be a large opening for capitalists.

It seems that nobody has yet canned sardines on the coast, yet they are in plenty, as also many other fish not yet utilized to any extent. The cultivation of oysters and lobsters, the canning of clams if it can be done without making them tough, the introduction of shad which have prospered in the states to the south of us, the further utilizing of dogfish for oil, the renewal of whaling, for our waters swarm with unmolested monsters, a sturgeon fishery and caviare industry, the drying for China trade of Beche de la Mer, the shipment of frozen fish to the east, the cultivation and taking of fresh water fish, and the great deep sea fisheries, are all projects which the best advised authorities can recommend with more or less confidence. In conclusion we have pleasure in quoting from our issue of March 1st the following item: W. H. Vianen of New Westminster has entered into a contract to ship all the fresh salmon he can catch during the coming season to a large fish dealing firm in Hamburg, Germany. The price agreed upon for the fish seems to be satisfactory to both parties. The fish are to be packed in ice, and a carload forwarded just as quickly as it can be got together. The first shipment is to be made in April, and no less than 20,000 pounds are to be shipped to the Fatherland by July first. From that date to the close of the season shipments will be more frequent, probably a carload each day if the sockeye run is good.

DEEP SEA FISHERIES.

Scarcely less important than the salmon is the skil which has lately been brought into the market by Mr. Henry Saunders, one of our most enterprising merchants. In 1888 this gentleman who had previously received small supplies from a fishing station in Tolmie channel, sent the schooner Theresa to the west coast of the Queen Charlotte Islands to fish for skil. The tackle proved unsuitable, and the Indians demanded 25 cents a fish, so the schooner returned with a light load. Well manned and equipped she was again despatched to the banks together with a second schooner, and in spite of very rough weather made so good a venture that a number of firms engaged in the fishery last summer. They established stations in sheltered bays on the west coast, from whence boats were sent out to the banks. The Indians have been driven out of the business by competition, being unable to face bad weather in their canoes, or to fish successfully with native implements. The banks are in from 200 to 230 fathoms of water and of great extent. The trawls of about 300 hooks are taken up with from 100 to 150 fish, the average weight being 10½ lbs. There appears to be no difficulty in getting this fish and no doubt that it is delicious to eat; but it is not very easy to find a market for new products and it may be some years before this fishery assumes the first-rate importance to which it seems destined.

When capital is found ready to share with American fishermen the profits which accrue to them from the great cod and halibut banks, the statistics will appear in our Government Reports instead of those of Washington Territory. Herring are only fished by hand at present. The easiest way when a shoal comes is to take a basket to the waters edge, dip it full of fish and let the water drain off. A few are taken for the city market, but we have no herring fleet yet.

One might enlarge indefinitely upon the fish of this coast. They are just as plentiful here as on the eastern coasts of the continent, cover areas as large, and will support as great a population when they find their way to market.

The Dominion Inspector of Fisheries for B. C., Thomas Mowat, has very kindly supplied us with the following table:

YIELD AND VALUE OF THE FISHERIES OF THE PROVINCE OF BRITISH COLUMBIA, 1889.

Kind of Fish.	Quantity	Price	Value
Salmon in cans..lbs	20 122,128	$ .12	$2,414,655 36
" fresh..lbs	2,187,000	.10	218,700 00
" salted..bbls	3,749	10.00	37,460 00
" smoked..lbs	12,900	.20	2,580 00
Sturgeon, fresh	318,600	.05	15,930 00
Halibut, "	605 050	.05	30,152 50
Herring, "	190,000	.05	9,500 00
" smoked	33,000	.10	3,300 00
Oolachans "	82 500	.10	8,250 00
" fresh	6,700	.20	1,340 00
" salted..bbls	380	10.00	3,800 00
Trout, fresh..lbs	14 025	.10	1,402 50
Fish, assorted	322,725	.05	16,136 25
Smelts, fresh	52,100	.06	3,126 00
Rock Cod	39,250	.05	1,962 50
Skil, salted....bbls	1,560	12.00	18,720 00
Fooshqua, fresh	268,350	.05	13 417 50
Fur Seal skins..No	23,570	10 0	235 700 00
Hair " "	7,000	.75	5,250 00
Sea Otter "	115	100.00	11 500 00
Fish Oil......gals	141,420	.50	70,710 00
Oysters......sacks	3,000	1.75	5,250 00
Clams "	3,500	1.75	6,125 00
Mussels "	250	2.00	500 00
Crabs......No	175,000	.03	5,250 00
Abalones......boxes	100	5.00	500 00
Isinglass......lbs	5,000	.35	1,750 00
Estimated Fish consumed in province	......	......	100,000 00
Shrimps, prawns, &c	......	......	5,000 00
Estimat'd consumption by Indians—			
Salmon	......	......	2,732,500 00
Halibut	......	......	190,000 00
Sturgeon & other fish	......	......	200,000 00
Fish Oils	......	......	75,000 00
Approximate yield	......	......	$6,605,567 62

HAMILTON COTTON CO., - - Hamilton
HAMILTON WHIP CO., - - "
HAMILTON INDUSTRIAL WORKS, "
HAMILTON VINEGAR WORKS
ARCHDALE WILSON & CO., Wholesale Druggists, - - "
ONTARIO CANNING CO., - "
SOMMERS, WARD & EVEL, Undertakers' Supplies - "
J. ZINGSHEIM, Furniture Manufacturer, "
JAS. ROBERTSON & CO., Door, Saw and Lead Works, Toronto
T. G. FOSTER & CO., Upholsterers' Supplies - - "
JOHN MARSHALL & CO., Wholesale Hats and Caps, - London
T. S. SIMONS & CO. Brush Mfg St. John, N B.
GEO. BARRINGTON & SON, Trunk Manufacturers, - Montreal
Represented by
E. G. ANDERSON & CO., Manufacturers and Importers' Agents.

AS A PLACE OF RESIDENCE.

Attractions of Victoria as a Home—People and Climate.

Seventy thousand tourists came from the United States last year to enjoy a nice quiet drive, where the patent medicine advertisement does not occupy the woods and the rocks, where the hackman could tell them all the misinformation they wanted to know without extra charge, and where there was a good hotel to rest in afterwards. They found our roads were good and commanded the loveliest scenery and a park of the most wonderful natural beauty. It must indeed be a comfort for American people to rest in a place where they do not have to wear state hats, or get up early to outwit one another, and where the natives do not look cross at strangers. There is no need to look upon the unknown as a natural enemy here, for tramps may be trusted not to come to any island, because they would have to pay a steamboat fare, which is contrary to their nature. The book agent and the lightning rod man are deprived of all their guile in a town so hard to get away from. So it is a charitable city, for everybody has enough provisions, and nowhere are there such houses full of nice people, who live on their own property and delight in having the best possible gardens. The air in summer is full of the perfume of roses; the oaks and the laurel, and the sweet old world flowers make the place seem hardly an American city, and give a half foreign look to the solemn fir trees and the coral branches of the arbutus.

The superstition prevails in some quarters that Victoria gets too much rain. This is a curious mistake, as the following table supplied by Mr. Livock, of the H. B. Co., will demonstrate:

TEMPERATURE AND RAINFALL FOR 1889.
(Lat. 48 deg 45 min. 20 sec. N. Long. 123 deg. 23 min. 24 sec. W.)

1889.	Temperature. Mean	Max.	Min	Rainfall, Inches.	No. of Days Rain Felt.
January	38.84	52	24	2.84	14
February	41.06	57	25	1.12	7
March	48.20	64	30	1.50	14
April	50.52	66	32	1.89	8
May	55.90	79	37	1.01	6
June	58.67	80	37	.77	5
July	60.70	85	40	....	..
August	58.65	77	41	1.04	6
September	54.60	78	34	2.34	8
October	51.82	67	36	2.08	16
November	45.02	59	30	1.76	7
December	37.34	51	27	2.28	3
			Total	18.56	99

Sleet fell in December, but melted as fast as it fell. Snow fell on three days in December.

RAINFALL.

1882....27.85 inches	1886....27.59 inches
1883....27.65 inches	1887....28.05 inches
1884....23.49 inches	1888....25.77 inches
1885....28.14 inches	1889....18.56 inches

At New Westminster the average rainfall is 58.49, or nearly double, and at Vancouver it is about that amount. At Fort Simpson the rainfall averages 118 inches, and at Sitka there is more still, so that Victoria has less weather and more climate than any other place in the country. The city extends a most cordial invitation to all who are in search of a pleasant home. Those fond of boating, and driving, fishing and shooting, and the enjoyments afforded by a great abundance of fruit and flowers, and of scenery of unequalled beauty; those who appreciate a good theatre, and a well organized and highly cultivated society can find all these and more in the beautiful city by the Straits of Fuca.

GARESCHE, GREEN & CO.

BANKERS,

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Deposits received in Gold, Silver and U. S. Currency. Interest paid on the same on time deposits.

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GENERAL MANAGER—E. Hughes, Esq.
BANKERS—Messrs. Smith, Payne & Smiths.

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—AGENTS:—

In England, National Provincial Bank of England; North and South Wales Bank, Liverpool; Bank of Liverpool. In Scotland, British Linen Company Bank. In Ireland, Bank of Ireland. In Canada, Bank of Montreal. In New York, Messrs. W. Watson and A. Lang. In South America, London Bank of Mexico and South America. In India, China and Australia, Chartered Bank of India, Australia and China. Hong Kong and Shanghai, Banking Corporation, Hong Kong.

The Bank in London grants Letters of Credit and Drafts on its branches at San Francisco, in California; Portland, in Oregon; and Victoria, in British Columbia; and similar credits are granted by the British Linen Company, the North and South Wales in Liverpool, and the Bank of Liverpool.

The Bank also purchases or forwards for collection Drafts on the above places

At the branches Advances and Discounts are negotiated at current rates Drafts on all parts of the world are issued. Bullion and Gold Dust purchased, and a general Banking business conducted.

Victoria, British Columbia, 1890. W. C. WARD, Agent.

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"In the affairs of men, which
Taken at the flood,
Leads—on to fortune."

It is flood tide with us at present, for our Stock is Complete and prices low.

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JNO. FULLERTON.

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IN LOTS ON VIEWFIELD AND CONSTANCE FARMS,

Fronting on the ESQUIMALT and CRAIGFLOWER Roads, and to the rear of these roads.

This property lies between Victoria and Esquimalt, being brought close to Victoria by the New Bridge across the Harbor. A most healthy and desirable situation for residences, commands Magnificent Views of the Olympian Mountain Range and other fine scenery. There is an abundant supply of excellent water.

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Or to ALEXANDER MUNRO, Hudson's Bay Co. my15 Real Estate Agents.

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Carry the largest stock of

TAILORING GOODS

In the city. Call and see for yourselves.

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—AND—

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Agents for British Columbia,

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WHOLESALE - MANUFACTORY - GENTS' - FURNISHINGS,

25-27 Yates Street, VICTORIA, B.C.

STEAMSHIPS.

ESQUIMALT & NANAIMO RAILWAY.

STEAMER

ISABEL

J. E. BUTLER, Master.

On and after November 19th, '89,

Until further notice.

The Steamer ISABEL will sail as follows.

CALLING AT WAY PORTS:

Leave Victoria for Nanaimo, Tuesday, 7.00 a.m.
" Nanaimo " Comox, Wed'sday, 7.00 a.m.
" Comox " Nanaimo, Friday, 7.00 a.m.
" Nanaimo " Victoria, Saturday, 7.00 a.m.

For freight or passage apply on board. oct17

FOR PORT ANGELES

The fast and commodious

STEAMER EVANGEL

Carrying U.S. mails, leaves Port Townsend every

MONDAY, THURSDAY AND SATURDAY

at 9 o'clock (Mondays and Thursdays through to Neah Bay) calling at New Dungeness, Port Angeles, Crescent Bay, Pysht River, Twin River, Pysht, Clallam Bay and Neah Bay. Returning Tuesday through to Seattle, Saturday to Port Angeles and return.

THROUGH CONNECTIONS for Port Angeles made at Port Townsend with boats from Victoria on Mondays, Thursdays and Saturdays.

MORGAN & MANN,
nov16-tf Owners.

CANADIAN PACIFIC

Navigation Co., Ld.

Time Table No. 11.

Taking effect March 22, 1889

Vancouver Route.

Victoria to Vancouver daily except Monday at 2 o'clock.

Vancouver to Victoria daily except Monday at 14:30 o'clock, or on arrival of C. P. R. No. 1 train.

New Westminster Route.

Leave Victoria for New Westminster, Ladner's Landing and Lulu Island Sunday at 23 o'clock. Wednesday and Friday at 7 o'clock. (Sunday's steamer to New Westminster connects with C. P. R. train No. 2 going East Monday.)

For Plumper Pass Wednesday and Friday at 7 o'clock.

For Moresby Island Friday at 7 o'clock.

Leave New Westminster for Victoria Monday at 14:30 o'clock. Thursday and Saturday at 7 o'clock.

For Plumper Pass Saturday at 7 o'clock.

Frazer River Route.

Steamers leave New Westminster for Hope and way Landings every Wednesday. For Chilliwhack and way landings every Monday and Saturday at 7 o'clock during river navigation.

Northern Route.

SS. Sardonyx will leave for Port Simpson and intermediate ports on the 1st and 15th of each month. When sufficient inducements offer will extend trips to West Coast points and Queen Charlotte Islands.

Barclay Sound Route.

Steamer Maude leaves for Alberni Sound ports when sufficient inducements offer.

The Company reserves the right of changing this Time Table without notification. Steamers leave on Standard Time.

G. A. CARLETON, Gen. Agent. JOHN IRVING, Manager.

PACIFIC COAST S. S. COM'Y

DISPATCH A STEAMER

Every five days for San Francisco

Carrying Her Majesty's mails, from outer wharf at 11 a.m.

Walla Walla - - - March 5th

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Fgt. and Pass. Agent, Government Street, Victoria, B. C.

D. E. BROWN,
Asst. Genl. F. and Pass. Ag't, Vancouver.
mr10

Esquimalt & Nanaimo RAILWAY.

TIME TABLE No. 11

To take effect at 8:00 a.m. on Tuesday, October 15th, 1889.

Trains run on Pacific Standard Time.

GOING SOUTH (read up) No. 1 Passenger Daily	No. 3 Passenger Saturdays only	No. 5 Passenger Saturdays only	STATIONS	GOING NORTH (read down) No. 2 Passenger Daily	No. 4 Passenger Saturdays only	No. 6 Passenger Saturdays only
[illegible]	[illegible]	[illegible]	VICTORIA	[illegible]	[illegible]	
[illegible]	[illegible]		RUSSELL'S, Vic. W.	[illegible]	[illegible]	
[illegible]	[illegible]		ESQUIMALT	[illegible]	[illegible]	
[illegible]	[illegible]		GOLDSTREAM	[illegible]	[illegible]	
[illegible]	[illegible]		SHAWNIGAN LAKE	[illegible]	[illegible]	
[illegible]	[illegible]		COBBLE HILL	[illegible]	[illegible]	
[illegible]	[illegible]		McPHERSON'S	[illegible]	[illegible]	
[illegible]	[illegible]		KOKSILAH	[illegible]	[illegible]	
[illegible]	[illegible]		DUNCAN'S	[illegible]	[illegible]	
[illegible]	[illegible]		SOMENOS	[illegible]	[illegible]	
[illegible]	[illegible]		CHEMAINUS	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	NANAIMO	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	WELLINGTON	[illegible]	[illegible]	[illegible]

On Saturdays and Sundays

Return Tickets will be issued between all points for a single fare, good for return Monday.

Return Tickets for one and a half ordinary fare may be purchased daily to all points, good for three days, including day of issue.

No Return Tickets issued for a single fare, where such fare is twenty-five cents.

Through rates between Victoria and Comox.

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H. K. PRIOR, Gen. Freight and Passenger Agent

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ACRES FOR THE SUBDIVIDER!	RESIDENTIAL LOTS FOR THE HOME-SEEKER!	BLOCKS FOR THE INVESTOR!

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HIGH CLASS PROPERTIES A SPECIALTY.

You are desirous of getting the highest rate of interest for your money; your banker cannot with consistency give you more than 4 per cent.

Why be content with this return of your capital, when judiciously investing your money through us in Real Estate you may safely expect a profit of 100 per cent. in a year.

This Spring will usher in a season never before equalled in the past history of this—the Queen City of the Pacific.

We shall always be happy to supply the fullest information to intending investors. Maps, Plans, and Price Lists of our numerous properties will be forwarded on application.

WE DO NOT SPECULATE-----OUR BUSINESS IS COMMISSION ONLY.

READ THIS EDITION OF THE TIMES.

OUR SOCIAL LIFE.

Characteristics of Victoria Society—Government House "At Homes."

How Runs the Year Away—Private Hospitality—Novelty and Variety.

From a social point of view there are few pleasanter cities to live in than Victoria. Nature has been prodigal of her gifts. Neither scenery nor climate can be equalled in the world, and the people are more than contented. They are pleasantly inspired and exhilarated by their surroundings. The making of money is not the chief, or at any rate, is not the obvious aim of existence, even of the business man. Life is taken easily. There is plenty of leisure for enjoyment, and there is no need to quote the warning proverb: "All work and no play makes Jack a dull boy." As a result of this equable distribution of time between labor and recreation Victorians are not a dull people. They are cheerful, intelligent and gay, and ready to meet all emergencies and all vicissitudes that may befall them. Victoria is a flourishing city and the people are prosperous and well-to-do. But the inequalities of wealth are by no means overwhelming, and broadly speaking, money is not made a dividing line. Nevertheless there is a dividing line, which is felt, if not seen, and is none the less real because it is scarcely tangible. The line is recognized by intuition, and though it waves and curves a little eccentrically here and there, so as to take in one group and avoid another, there is usually not much doubt as to its course, and people generally know their places. They advance and fall back voluntarily, and scarcely ever offer a remonstrance. The existence of this dividing line is a proof of the cultivated state of Victoria society. In a frontier settlement, where no one comes up to high water mark, all mix together more or less freely. But although it is little more than thirty years since, from a trading post of the Hudson's Bay Company, Victoria developed into a city, there has never been visible in its social life either the crudeness, or the disregard of the refinements and observances of civilization, that are so frequently conspicuous in new western towns.

Victoria was exceptionally fortunate in its early settlers. They were men of worth and integrity; and, for a solid foundation of society there still remain the families of the first Scotch and English traders, who live without ostentation in spite of the wealth they have acquired, and retain a pleasant homeliness of life and manner. These are the people who have been irreverently described as "old-timers" and "moss-backs" by the go-ahead speculators who have rushed into the country with the Canadian Pacific railway, but they form an element of safety that it is to be highly valued, an element that cannot be dispensed with, in a solidly substantial community. They are the best guarantee against an inflated boom and a succeeding panic. Socially they serve as a background to throw into stronger relief the more picturesque aspects of society.

Against this steadfast background, for instance, move the shifting lights of Government House. That the semi-state kept up at Carey Castle, and the miniature court that is held there by His Honor the Lieutenant-Governor and his charming wife, are highly picturesque cannot be denied. The reserve that is so judiciously maintained has its elevating influence. There is no vulgar hobnobbing with Tom, Dick and Harry, the "hail fellows, well met!" of former days; and accordingly Tom, Dick and Harry, when brought within the charmed circle, unconsciously own its influence, and grow mellow and sedate too. The weekly afternoon drawing-rooms or "at homes" serve the excellent purpose of keeping Victoria ladies alive to their social duties, and their social duties add to their self-respect. So long as failure on their part to conform to established usage, and pay their homage from time to time to their sovereign lady's representative, would be noted and commented upon, they feel that they are within the pale of genteel, if not aristocratic society. The state functions, that are periodically arranged at Government House, stamp Victoria society with a distinction and style that no other city in the province can hope to attain, and give Victoria undisputed precedence as a desirable place of residence for those who are fortunate enough to be able to choose where they will live.

Victoria is the seat of the legislative government of the province, and the parliamentary session brings with it the life of a London season on a miniature scale. There are the imposing ceremonies of opening and proroguing parliament when the all important mace, the symbol of authority, is carried in and out of the chamber before His Honor, and finally placed on the table of the then omnipotent Speaker. The Premier brings the principal government measures before the House in the dignified form of a speech from the throne, to which the leader of the opposition, who is a master of parliamentary usage and precedent, gives due attention. Then follow ministerial dinners and official entertainments of all sorts, graced not only by legislative wisdom but by feminine beauty and fashion.

Thus runs the year away in Victoria until summer comes and with it distinguished travellers from all parts of the world, who flash like meteors across the colonial horizon, and form another elevating feature of social life. Sportsmen, statesmen, men of world-wide renown, and even occasionally scions of royalty, flit across the plane of vision, and the aspiring Victorian is able to assimilate the admired characteristics of each. But the travellers themselves have in Victoria, as elsewhere, to pay the penalty of distinction. When, the day after their arrival, they leisurely unfold THE TIMES, and proceed to glance with condescending curiosity at the local items of intelligence, they will probably be suddenly confronted with an unexpected sketch of their own career. Such intelligent enterprise generally astonishes strangers.

The various aspects of Victoria society are too numerous even to be noted in a brief article. Private hospitality cannot be more than referred to in passing. It exists in every form. There are dinners, dances, luncheons, tennis parties, musicales and receptions, at which are to be found pretty much the same people, the same conversation and the same songs. The spice is generally given by the officers of Her Majesty's navy, and they are not always the same. That may account for their popularity. They are gone before the lustre wears off; and what girl, at any rate, will believe that the gold braid and the brass buttons on their coats are the chief distinction between them and other men?

It will not do to leave the gallant officers of C Battery unnoticed in their somewhat dreary quarters on Beacon hill, for they contribute their full quota to the social enjoyment of the city. The dances at the barracks are not so splendid as those at the dockyard, but then they are more frequent. The unmarried often get preference shares in these entertainments, but no one is so ill-natured as to grumble at the very natural discrimination shown by the hosts; and the married ladies always cheerfully accept the crumbs that fall from the table in the shape of somewhat tardy invitations.

Victoria society has a peculiar charm of its own. It seeks to be conventional but is prevented from being so by many domestic reasons which are too strong to be overcome. The most ardent worshipper of precedent and rule is forced to initiate something that may be on the old world lines, but yet turns out to be distinctly different. Hence there is freedom, novelty and variety, within the limits prescribed by good sense and good taste; and we may end where we began, by saying that, from a social point of view, there are few pleasanter cities to live in than Victoria.

BUILDING OPERATIONS.

Some of the Projected Improvements to be Carried Out at Once.

We have just closed a year of great prosperity, and commenced another with the fairest promise. Although between $1,000,000 and $1,500,000 was invested in building last year the assessors discovered that in the fall there were not more than five habitable tenements empty in the city. The hotels also have proved too small, and the proprietors of the Driard were planning a seven-storey addition to their building when it was announced that the Canada Western Hotel Company were about to erect an immense establishment on Government street, overlooking James Bay. The site is now being prepared and this year we shall see upwards of a quarter of a million dollars well invested them. Nothing could give more substantial help to the city than attention to the wants of travellers.

The Presbyterians having built a large and costly church, the Roman Catholics are to follow their good example by building a beautiful Gothic cathedral at a cost of from $70,000 to $75,000. The Pandora street Methodist congregation will spend about $65,000, and the First Presbyterian church is also considering the question of increased accommodation. But besides these magnificent sums spent in the making of fit places for worship, the city corporation is doing noble work in the public service. Extensive works in Beacon Hill park, an addition to the city hall, improved water supply in several districts, the grading of new streets, a proposed enlargement of the cemetery and other undertakings are planned or under contract.

A bonus has been offered to the Mount Royal Milling Co. of $10,000 to build a flour mill with a capacity of not less than 50 barrels a day and to this the company will add a large warehouse. A further bonus of $40,000 is offered by the council if before July 1st, 1891, they will have in operation a sugar refinery turning out 50 barrels a day.

Mr. William Hewartson is offered by the council $15,000 as an inducement to him to build a paper mill worth $50,000.

Barracks are being erected for C Battery, R.C.A., at McCaulay Point, and it is proposed to lengthen the dry dock at Esquimalt to accommodate the very largest ocean liners. We are also to have a local fire insurance company.

The Pioneer Society and the Y.M.C.A. have found large and handsome quarters.

It would be difficult to enumerate all the business blocks and private dwellings now under contract. Large blocks are to be built on Government street at its corners on Fort, Brougton and Johnson streets, and others on every one of the principal thoroughfares. The real estate of Victoria is now valued at $9,000,000, and it is a safe prophecy to make that it will be worth a great deal more than ten millions before the close of 1890.

E. G. Anderson & Co.

Among our commission merchants the enterprising firm of E. G. Anderson & Co., is worthy of especial mention. Representing some of the largest manufacturers in the east, as can be seen in another column, with large, light show-rooms for the display of their samples, they do an annual business which is a source of envy to their longer established competitors. Mr. E. G. Anderson is one of the most popular young traveling men in British Columbia, his business success being largely due to his affable manner and square dealing.

CHRONOLOGY.

The Most Important Events in British Columbia History.

1592—The straits discovered by Juan de Fuca.
1774—Nootka annexed by Spain.
1778—Search for Northwest Passage by Captain Cook.
1786—La Perouse exploring.
1788—A British factory at Nootka.
1789—Nootka seized by Spain. Eng'and made vast preparations for war.
1790—Spain surrendered Nootka. Victoria harbor discovered.
1792—Vancouver sailed round and named this island.
1793—McKenzie crossed the continent from Montreal to Dean's Canal.
1794—Vancouver finished exploration of coast. Large fur trade developed.
1797—Northern interior explored by Northwest Fur Company.
1799—Imperial ukase granted to Russian Fur Company in Alaska.
1805—Fort McLeod founded first post in North America west of the Rockies.
1808—Fraser river explored nearly to the mouth.
1810—Thompson River explored. House built at Kamloops.
1811—Fort Astoria founded by Americans,
1813—and purchased by Northwest Company.
1821—Union of H. B. Co. and N. W. Co.
1825—Fort Vancouver, capital of the Pacific slope, founded on the Columbia. Russia-Canada boundary defined by treaty.
1827—Schooner Cadboro arrived. Fort Langley founded on the Fraser.
1828—Governor Simpson's first visit.
1831—Fort Simpson on the Naas founded, and Fort McLoughlin on Millbank Sound.
1833—Fort Nisqually founded on Puget Sound.
1831—Discovery of coal.
1836—Ocean voyage of steamer Beaver, Columbia River to Millbank Sound, two years before the Atlantic was crossed by steam.
1837—Her Majesty's accession.
1840—S. E. Alaska coast leased from Russians; Fort Takou founded, and Fort Stickeen occupied. Forts Stumford and Glenora afterwards founded on Stickeen River. Fort Langley destroyed by fire.
1841—Sir James Simpson on voyage round the world visited the coast.
1843—and at his suggestion Fort Camosun (Victoria) was founded.
1846—Surrender of Oregon by Great Britain; removal of headquarters from Fort Vancouver to Fort Victoria. Trade route via Fraser River from the interior explored by Anderson.
1848—Forts Yale and Hope founded.
1849—H. B. Co. obtained a charter to colonize Vancouver Island.
1850—Governor Blanchard arrived. Beginning of Newitties Indian troubles.
1851—Difficulty with Indians at Fort Victoria. Discovery of gold on Queen Charlotte Islands.
1852—Schooner Susan Sturgiss captured by Haidahs at Gold Harbor.
1853—A townsite laid out at Fort Victoria.
1854—Victoria threatened by Haidahs. Commencement of the San Juan Island controversy.
1857—William Duncan, missionary, arrived at Fort Simpson.
1858—The Great Gold Fever. Victoria became a town in a day. Small Indian war on Fraser River. Mainland government organized. Vancouver Island became a crown colony. British garrison on the Fraser. Public press instituted. Yield of gold $520,353.
1859—Mainland government proclaimed. Sir Matthew Begbie appeared. Miners on Hills Bar gave some trouble. New Westminster founded. Crisis of San Juan difficulty; squadrons and garrisons hardly restrained from an appeal to arms. Brig Swiss Boy captured by Indians. Yield of gold $1,615,072.
1860—Cariboo discovered. Yield of gold $2,228,543.
1861—Cariboo gold fever set in. Yield of gold $2,666,118. Stickeen discovered. Omineca discovered. Attempted raid on Sitka. Nanaimo mines sold by a syndicate.
1863—Governor Douglas knighted. Yield of gold (1862-3) $4,246,226.
1864—Cariboo wagon road completed. Wild Horse Creek discovered. Bute inlet and Bentinck Arm massacres. Crew of the Kingfisher slaughtered. Yield of gold $3,735,850. The climax of the placer mining.
1865—Admiralty survey of the coast in steamer Beaver completed. Yield of gold $3,491,205. Commencing decline of placer mining.
1866—Anthracite prospected at Skidegate. Union of the colonies. Musgrave the first governor of B. C.
1867—A mining trouble in Cariboo. The Western Union Telegraph Co., having commenced a line from New York to St. Petersburg via Behring Straits, abandoned the work on learning of the success of the Atlantic cable. The line was working as far as Skeena River.
1869—First provincial legislature at Victoria.
1871—Confederation of Canada. Canadian Pacific railway projected.
1872—Cassiar discovered. San Juan Island awarded to U. S. by arbitration. Board of education sat.
1874—The Carnarvon Terms proposed in default of the impossible C. P. Ry. Nanaimo began to prosper. Yield of coal 81,000 tons.
1875—Steamer Pacific crowded with passengers from Victoria, lost off Cape Flattery, two survivors. Yield of coal 110,000 tons.
1876—Visit of Lord Dufferin. Baynes Sound colliery developed. Three canneries in operation.
1879—C. P. Ry. undertaken by Conservative government.
1880—C. P. Ry. syndicate formed. Fraser division begun. A series of immense explorations being completed. Yield of coal 268,000 tons. Yield of fisheries $712,335.
1881—Five-cent pieces introduced.
1882—Visit of Princess Louise and Marquis of Lorne.
1883—The Is and railway began.
1884—Civil inquiry at Melakatlah.
1885—The C. P. Ry. completed in Eagle Pass. Metlakatlah disturbances. Slight collision between Provincial and Dominion police on the railway. Vancouver founded. Yield of coal 265,000 tons.
1886—Vancouver destroyed by fire. First through train, Montreal to Port Moody. Island railway completed. Indian disturbance in Kootenay checked by appearance of Mounted Police, who founded Fort Steele on Wild Horse Creek.
1887—First through train to Vancouver. Electric light in Victoria. Awful colliery disaster at Nanaimo. Vancouver incorporated.
1888—Migration of Wm. Duncan and his adherents to Alaska. An Indian unpleasantness on the upper Skeena.
1889—Lord Stanley's visit. Atlantic and Australian mail steamers running. Deaths of Mr. Dunsmuir and Mr. Davie. Skil fishery established. Immense run of salmon. Yield of coal about 550,000 tons. A year of unexampled prosperity.

WEALTH OF VICTORIA.

A Comparison of Personal Property and Income Assessment.

A comparison of the personal property and income assessments, as made by the government of the province for purposes of taxation, will show the relative wealth and financial standing of the several cities of British Columbia more accurately than would columns of description. The mayor of Victoria, Mr. John Grant, who also represents Cassiar in the legislature, moved for a return, as soon as the House met, covering the assessments for personal property and income in Victoria, Nanaimo, New Westminster and Vancouver, for the current fiscal year. This return was laid on the table of the House by the government and is as follows:

Cities.	Per'l P'y	Income	Total.
VICTORIA	$6,386,830	$619,200	$7,006,030
Nanaimo	511,800	19,900	531,700
New Westminster	556,656	62,650	619,306
Vancouver	728,974	280,100	1,029,074

This table shows that the capital city possesses three times as much wealth, in the shape of personal property, as the other three cities combined, and that her income assessment is about seventy-five per cent. greater than that of her sister cities, being $619,200, against $362,650 for Nanaimo, New Westminster and Vancouver. The amounts paid in taxes upon these valuations are relatively proportionate to these figures. In other respects, such as actual value of real estate, growth of population, enterprise and progressiveness, Victoria is equally as far ahead of all her competitors. She has in a material sense, as well as in name, every claim to the distinction of being the "Queen City of the North Pacific."

Forty Puns in a Sentence.

In looking over the map of France the names strike one as similar in sound to English words that have entirely different meanings. For instance, the following sentence describing a short trip to France contains 40 English puns on 33 French words: "When I Oise in France I wanted to visit Nancy, whom I Metz some time Befort, and with whom I knew I could Havre Nice time in the Reims of fancy; and I wished to make Aix clean Brest of my Louvre, but I was on the Bordeaux of despair, and that would have been Toulon Toulouse, and I had Notre Dame moment to spare; besides there were Lyons in Loire France, and it was Bayonne my expected Tours, and as it seemed likely Touraine any day I was Seine enough not to Douai Calais thing, and Rouen my Creuse home, for that wouldn't Pays, so I determined to Mende my Corse should I Nevers see her again; but I shall Macon other trip Somme time when I Cognac."

CURIOUS THINGS.

Rivers That Run in the Wrong Direction—Natural Ice Bridges.

A Tunnel That Leads to the Sweet Bye-and-Bye—A Six Mile Gorge.

There are a few very curious things about British Columbian rivers. Everybody knows that they flow in the wrong direction while they are young. For instance, the Peace and Liard persist in going to the Arctic ocean, in defiance of the Rocky mountains and the laws of nature; while the Columbia, Fraser and Kootenay only consent to travel seaward after going in the opposite direction some hundreds of miles. But they also have very peculiar ways of making ice, quite opposite to that laid down in the text books. In the Skeena I have observed the ice in autumn to form on the river bed among the boulders in globules, like a mass of fish spawn, this often growing until the reef actually reaches the surface; but more often it breaks away in large pieces and floats off down stream, bearing pebbles and even boulders for many miles. I have seen the river in December entirely covered with this ground ice adrift, the globules being of the size of peas and cohering like loose snow. This is a material help in forming of surface ice, and is looked upon as a presage of the harder frost which will finally close the river for the winter. It is a great hindrance to placer mining however, and one of the chief reasons that prevent the miners from working in the late autumn and winter.

There are many natural bridges on our rivers also. In the Kicking Horse, three miles below Field station, there is a rock bridge, in a slate formation, which is inclined so as to present sharp edges very unpleasant to walk upon. Every observant passenger on the C.P.R. has noticed the snow bridge on the Illecillewaet, but there are records of ice bridges also. I think I have heard of one on the Homathco river, but of the Stickeen a marvelous story is told. There is a great glacier descending out of the high snow field to the north, and this in ancient times flowed right across the valley, meeting a lesser ice stream from the heights opposite. The Stickeen flowed under the ice in a tunnel, and at very low water the passage was too small for it, although the water must have been banked up into a lake at the spring freshet. Now, the Sicane Indians of the upper valley used to regard this tunnel in the ice as leading to the "sweet bye-and-bye." They were therefore very anxious to avoid the place. But once the tribe was encamped not far above the glacier, and there was a very old man and his wife with them, who were too mean to die because of the expense of giving a funeral feast. They were very rich, and no use, and had large appetites; and their relatives at last consented to part with them. They were therefore set adrift in a leaky canoe and consigned to the current, and all the people, conscious of self sacrifice, stood on the bank, and watched the canoe vanish into the tunnel, and felt good. Now the old people were very frightened, and squealed a good deal, but when the blue shadows of the ice closed over them they thought they were dead Indians, and behaved accordingly. Presently the old lady thought it was getting light, and became curious and looked about her. Then she kicked the old man and asked if he didn't wish they were at the funeral feast. He looked up, and found the canoe out in the open again, the glacier behind them, and the world pretty much as usual. They got ashore, cut paddles and poles, and prepared to go home again. The old man began to be hungry for the grease boxes; the old lady set her heart on grease and berries, and they both determined to get home for the banquet, since they had assisted at the funeral. Well, by dint of making the old lady work, while he steered and gave good advice, they succeeded in making their way up through the tunnel and home, and were in ample time for the feast. In fact they lived happily ever afterwards. But how shall we condole with the relatives, whose sweetest and most pious traditions had been shattered about the sweet bye-and-bye. How hard and cold are the facts that break in upon the cherished faiths of childhood, when we devoutly trust that green apples do no harm, and last night's ice will bear!

Not least among the natural wonders of the coast is McKenzie Passage, a little to the westward of Kingcome inlet. It is a chasm about six miles in length, leading to the base of an isolated and broken peak, 5,665 feet high. The walls are very close together, vertical and snow-crowned. The sun never shines in this awful gorge; the vapor from its waters hangs dark and bitter cold, unmoved by any wind, and no living being enters its solitude. I find but two records of this place having been visited by white men.

Scarcely less wonderful is an inlet tributary to Dean's canal, and the scene of one of the most important events in Canadian history. It is thus described by Vancouver: "The width of the channel did not anywhere exceed three-quarters of a mile; its shores were bounded by precipices much more perpendicular than any we had yet seen during this excursion; and from the summits of the mountains that overlooked it, particularly on its northeastern shore, there fell several large cascades. These were extremely grand and by much the largest and most tremendous of any we had ever beheld." In conclusion of a long description he named the place Cascade Channel.

Two months afterwards arrived here the greatest of Canadian explorers, having been the first man to cross North America. Much threatened by a large body of Indians, he fortified himself on a rock for the night and the next day mixed some vermilion and grease and painted on the enormous mountain wall the following words: "Alexander McKenzie, from Canada, by land, the twenty-second of July, one thousand seven hundred and ninety-three." And in his record the explorer says that as he stood on the rocks a native spoke to him of Vancouver, "At some distance from the land a channel opened to us, at southwest by west, and, pointing that way, he made me understand that Macubah came there with his large canoe."

La Perouse, the great French explorer, entered Lituya bay, under the shadow of the St. Elias Alps, and said, "I suppose that this is the most wonderful place in all the world." This bay, entered by a very narrow aperture, was shaped like the letter T, the head of which was a fathomless abyss, surrounded by mountains of from two to three miles of vertical height. Glaciers broke off the summits of its walls, forming an icy cornice from which ponderous masses fell at times into the sea with a crash that resounded more heavily than the loudest thunder. The tides surging out of this cause an overfall, and a party of officers being out mainly on pleasure one of the boats was caught in this and overwhelmed, with the loss of all hands.

Some of these tide sluices are very dangerous, and many lives have been lost in them. A great puzzle they were to early travellers, who found cataracts of sea water pouring into many of the inlets. They are explained by the existence behind them of large basins filled by the flood tide, the outlets being too small for its ready escape at the ebb. Some of these salt water cataracts are as much as twelve feet high. There is a miniature example at the Gorge, near this city.

On the Yukon river the upper waters are rendered quite clear by the deposit of all their silt in a chain of lakes, but lower down a stream called White river enters from the south, so charged with glacier mud that the Yukon from thence to the sea is too dirty for even the bottom of a cupful to be distinguished. Grayling rise readily to the fly above, but no fishing without nets is possible below. Moreover, where the great river crosses the Arctic circle the tributaries from the tundra lands are like rivers of tea, so deep is the stain of vegetable matter from the moss swamps of the far north.

Lastly, let me quote an instance of the sagacity of the natives. Some American tourists were on the coast and heard the Indians making remarks as they saw them poking their noses into the holes and corners of a Haidah village,

"Boston men, hyas cultus!"

"Oh! how singularly intelligent these people are," said a tourist, "to know that we are cultured people and come from Boston!"

VICTORIA FIRE DEPARTMENT.

Its Organization and Equipment—Names of Officers, Etc.

On January 1st, 1886, the Victoria Paid Fire Department was organized with the late C. J. Phillips as chief engineer. Previous to that date, the organization was a volunteer one. The department in 1886 consisted of one chief engineer, one assistant engineer, three foremen, eighteen hosemen and hook and ladder men, two engineers and one driver. During the first year of the paid department the fire loss amounted to $148,000. The second year, 1887, passed with a fire loss of $39,000 and the record for 1888 showed a loss of property valued at $16,000. During last year the record showed another decrease, the total loss amounting to the small sum of $9,000. The apparatus in use comprises three steam fire engines, seven hose reels, two hook and ladder trucks and 9,000 feet of hose. The houses, rolling stock, apparatus and horses are valued at $35,000. Since the organization of the paid department the corporation purchased a Merryweather steam fire engine at a cost of $6,000. A new 70-foot aerial truck was also purchased at a cost of $4,400, and horses were placed in three fire stations. It is the intention of the fire wardens to purchase a chemical engine, and in a short time the electric fire alarm will be in use. A great deal of credit is due the officers and members of the fire department for their promptness in extinguishing fires. The low insurance rates and general commendation expressed on all sides is appreciated by the firemen. The following officers and members, in addition to a volunteer company across James Bay, comprise the paid fire department: Thomas Deasy, chief engineer; C. N. Gowen, assistant engineer; M. J. Conlin, R. Liddell and D. F. Fee, foremen; C. Bush and F. Atkinson, engineers; J. Gardner, J. Hunter and W. Deasy, drivers; W. Brice, J. Bryce, C. Palmer, A. Smith, J. Winterhalter, hook and ladder men; E. Whitcomb, F. Hinds, F. Leroy, T. Farrell, J. Hay, H. Smith, H. McDowell, Geo. Gowen, W. Neal, G. Ledingham, T. Hodges, E. McDonald, hosemen. The fire wardens are alive to the requirements of the city. The following aldermen are fire wardens: William Wilson, chairman; Louis Vigelius, and John Robertson.

A Pleasing Discovery.

I suffered with neuralgia and obtained no relief until advised to try Hagyard's Yellow Oil. Since then I have found it to be an admirable remedy also for hoarseness, throat and rheumatism.—MRS. F. CAMERON, 127 Richmond St. W., Toronto, Ont.

A COMPARISON.

Victoria has More Wealth Than All Her Competitors.

Comparisons are "odious" only to those who suffer from them. We do not care however, by repeating the figures submitted by the government of the province in regard to the assessed value of personal property in the several cities, to arouse the sleeping anger of our ever esteemed friends on the shores of Burrard Inlet or by the banks of the turgid Fraser; but a duty that cannot be ignored requires that the truth should be told even though the heavens should fall, or, worse still, though a few irascible editors should get mad and say hard things. The truth, which we wish to emphasize in this edition of our paper—an edition which will have a very large circulation in Great Britain, in Eastern Canada, as well as in the Isles of the Sea—is this, that Victoria, the capital city of British Columbia, and the chief commercial center of Canada on the Pacific, has more visible wealth, more "earned increment," if Henry George and his disciples will pardon the use, or misuse, of the term, than all the other cities combined. Here are the figures as given by the government:

PERSONAL PROPERTY.

Victoria, - -	$6,386,830
Nanaimo, Westminster & Vancouver combined, - -	1,808,430
Excess, -	$4,578,400

This is a startling revelation—to the small towns—but it is not surprising to Victoria. In the matter of income assessment under the law, the difference is almost equally marked. Here are the figures:

INCOME.

Victoria, - - -	$819,200
Nanaimo, Westminster and Vancouver combined, - - - -	362,650
Excess, -	$256,550

Englishmen, Americans, and in fact all other classes of people, who judge of the prosperity of a place, and who form an opinion of its status and importance from the financial condition of its citizens, its residences, their furnishings, and the stock of goods carried by its merchants, can come to but one conclusion after inspecting the above statement. The same remarkable disparity exists in almost every other direction—in population, educational facilities, churches, enterprise, and general progressiveness. Victoria distances the combined efforts of all other cities. Nor is it to be wondered that this is so. Our city has been the political and commercial capital ever since the colony was settled. It still remains the center and will continue to bear the same relation to British Columbia that Paris does to the other portions of France. Her geographical position, her wealth, her marvelous climate, and her scenic beauty assures her supremacy for all time to come.

ELECTRICAL COMPANIES.

How the "Fluid" or "Force" is Utilized—To See, Hear and Travel.

Like all progressive and rapidly advancing cities, Victoria has adopted electricity as the prime developer of light, power and transportation. Within the past few years over $175,000 have been invested in plant and appliances for rendering subject to man the energy and usefulness of electricity. The first practical application was the establishment of the

TELEPHONE SERVICE.

In 1880 the Victoria and Esquimalt Telephone Co., Ltd., was formed, of which W. T. Livock is president, R. B. McMicking is manager, and E. Crow Baker is secretary. The commodious offices are located in Trounce Alley, in the brick block of A. A. Green & Co., and the system as now arranged is second to none on the continent. In proportion to the number of its inhabitants Victoria has more telephones than any other city in the Dominion, there being in daily use nearly 400 "phones," and daily calls to the average of 1800 are made. The system is being constantly added to, orders for new telephones being left almost daily, the business public being alive to the advantages of telephonic communication. Many improvements have been introduced, and the company keep pace with the times in their appliances. Ten hands are kept steadily employed, and beside the telephone work a large number of electric bells have been put in, nearly all the more modern business buildings and residences being fitted with these useful adjuncts.

THE CITY LIGHTING.

The lighting of the city is also by electricity, the arc system having been adopted. The power house is on Yates street, where two large boilers and two engines develop the energy required for the dynamos, of which there are four, supplying a high-tension current to 90 lamps. Of these 9 are of 4000 candle-power, 6 of 3000, and 75 of 2000. These lamps are so distributed that the illumination of the suburbs and outlying districts, as well as the more central portions of the city, is almost perfect, and is said by visitors to be superior to any other city on the coast. Since its establishment in 1882, the citizens have pointed with pride to the brilliant appearance of the city at night, and would not now do without the light, even if its cost was more than it now is. The cost of the plant and lamps has been about $75,000, and the working cost is about $800 per month. There are six employees on the system.

PRIVATE LIGHTING SYSTEM.

The Edison system of incandescent lighting was introduced in 1886, the Victoria Electric Illuminating Co. having organized for the purpose of supplying light for stores or private dwellings. From the start the light was popular, and the company was obliged to increase its plant to keep up with the demand. At present there are at the power house on Langley street two large boilers, two engines and five dynamos. One of the latter is a Ball arc machine, which supplies fifty 1000 candle-power lamps. The Edison machines give off a current which is taken up by over 600 incandescent lamps of 16 and 32 candle-power. Among some of the buildings illuminated by the light are the new law courts, the St. Andrew's Presbyterian church, and all of the principal hotels. The amount of capital invested in the business is about $75,000, and six hands are employed at the works.

THE ELECTRIC RAILWAY.

In the winter and spring of 1888-9, the National Electric Tramway Co. was organized. Mr. D. W. Higgins, Speaker of the local legislature, is president of the company, and it is largely due to his enterprise and push that the railway is now a decided fact. After the company had been formed it was determined to ask for a bonus from the city, or more strictly speaking a guarantee of five per cent. on $40,000. This measure was passed by the ratepayers, although there is no immediate probability that any part of the interest will be paid by the city, as the road will no doubt be a paying one from the start. The company's franchise gives it a monopoly for twenty years, and with this advantage, added to the large amount of tourist travel in summer, it should do well. The system adopted is the Thompson-Houston over-[illegible] four cars and over five miles of track, but intend increasing both with the opening of spring. In a few months the line will likely extend from Beacon Hill to Esquimalt. The power for the cars is generated by a 90 horse-power dynamo, driven by a powerful Corliss engine. Steam for the engine is supplied by two large boilers, but the power house is large enough to contain double the plant, when it is required to increase the capacity of the line. The company will also provide power from their wires for running light machinery, and will in addition do a general electric business. About 35 employees are on the pay roll.

DISTRICT TELEGRAPH.

A district telegraph system is shortly to be put in, a company having been formed for this purpose, and the right to run wires procured from the city.

FIRE ALARM.

A most efficient fire alarm system, the Gamewell, is also a part of the city's electric plant, boxes having been put up at all convenient points in the city, and a fire alarm can be observed by a glance at the indicators in every fire hall, while the number of the box is also struck on the gongs, city hall and engine house bells.

A SPORTSMAN'S PARADISE.

The Wild Game of Vancouver Island and the Interior.

Nobody seems to have anything to say about the game in this country, and yet most people would much rather hear about wild animals than official reports and statistics. Strangers must get an impression from our small numbers and immense trade that we have no time to go to bed, much less get up to the neck in mud shooting ducks. Of course it is a profound secret, that there are plenty of deer in the woods within easy reach of Victoria, also quail and pheasants, and we have seen coons within four miles of the post office. Indeed, the rocky tracts behind the fertile belt of the Island afford game within very easy reach for everybody. A few miles north of Comox there is a great tract of big timber where elk are almost as common as deer. This also is in the strictest confidence. The interior of this island must be a wonderful field for sportsmen. The sallal, almost impenetrable to travellers, laden with its thousands of tons of luscious berries, must be a very paradise for the unmolested bear, and the coy unsociable game birds. Then in the swamps at the river mouths there are fat ducks and geese hidden in the sea grass, pretending not to be there at all until you fire a shot gun. Then they all get up in indignant protest, a mighty rush of wings with the innumerable quacks of expostulation and go and pretend that they are not in the other feeding ground round the point. The imagination dwells longingly in such wet places as the Dalcahtja Swamps or the Skidegate sand spit, on the Queen Charlotte islands. When the ducks and geese rise they blacken the sky and the sound of their talk is like unto the sound of a political demonstration.

The panther, one of the largest of cat animals, is accounted a general nuisance in the settlements, as she insists upon running up a big butcher's bill, for which it is hard to secure payment. Sometimes, however, she has to settle her accounts by parting with her skin, and it is not unusual to set her up stuffed and rather dusty in a museum as a warning to debtors. The nearest of our own acquaintance lives on James Island about twenty-five miles from the city. It is a matter of doubt whether she is not two, because the settlers are at such great expense in supplying her needs which altogether exceed the capacity of a panther only about eight feet long including the tail.

There are, in the heart of the island, chains of lakes very little known, and valleys shut in by tremendous mountains where the speckled trout and sundry wild things are but little acquainted with mankind; the latter not very suspicious, because if Indians ever shot at their ancestors they were sure to miss.

Fly fishing for salmon here would be politeness overdone and therefore these royal fish are lost to the sportsman. Shooting hair seals, the great enemies of the salmon, may, however, be commended, because it is not easy enough to pall on the taste. A hair seal can as a rule amuse himself watching you while you load, aim and fire, and have leisure to retire altogether before the bullet arrives. Occasionally the sea otter may still be seen making his unobtrusive ripples in the still channels, and the West coast Indians take a few every year out in the Pacific swell. They surround the poor creature with their canoes and bewilder it with much firing until it can be approached and shot at easy range. All along the marvellous archipelago of the coast the great eagles, salt water ducks, and the hair seals are very plentiful and nothing could be more amusing than a little salmon spearing by daylight at the mouths of the streams, and nothing more exciting than the pursuit of swimming deer.

The foothills of from one to three thousand feet along the coast abound with mountain goats, and there are brown bears also. But up in the interior the mountain sheep, the bighorn of the Rockies may be stalked, the terrible grizzly bear visited at home and the caribou taken in the woodlands. There is nothing so delicious in the long winter of the northern interior than an occasional caribou steak. Moose are found in the far north. High up on the mountains under the lee of the snow the little queek sits taking observations of landscapes and provisions.

The lean grey wolf may at times be seen skulking behind a log. Over against the Rocky mountains the coyote howls and starves out his disreputable career. But he is not game. As typical of many valleys we may cite the wild creatures to be had in the Kootenay country which has been much traversed by sportsmen. Of carnivores the mosquito is the most important, and as regards appetite, the Indian guide. The black grizzly and brown bears, mountain sheep and goats, elk (wapiti) caribou and black tailed deer, alpine hare, muskrat, squirrel and skunk, bald eagles, mud hens, mallards, Canada geese, brant phalarope, black duck, mergansers, American dipper, widgeon, dowitchers, dusky grouse, ruffled grouse, and fool hen. Anybody who wants to know all about it should get "Lord's naturalist in British Columbia." We cannot.

Dr. McGregor's Opinion.

Dr. McGregor, who accompanied the Marquis of Lorne across the prairie in the days before the railway, thus describes his first impression of the Rocky Mountains:

"Our first glimpse of that long and magnificent line of gigantic peaks and mighty masses—a broken mountain wall of glittering snow some hundred miles away—was a vision of glory never to be forgotten. On our ascending from a great Indian powwow on the Bow River to the upper level they looked in the clear morning air like a long series of sharp-cut white pyramids built upon the prairie; then the great dog-toothed line rose higher; then the long serrated range of jagged peaks and twisted masses, seen under sunshine almost tropical in its heat and purity, stood out in all its splendor, sharp and distinct as if only a few miles away, their sides blue in shadow, while their peaks and faces were a glittering snow-white down to the yellow prairie level out of which they seemed to rise. When forty-five miles distant from them, I noted as special features the straightness of the range from the two extreme points of vision, and that though broken into every variety of form, the pyramidal peak predominating, the summit line was pretty uniform like a deep and irregularly toothed saw. I suppose that nowhere else on earth is there such an ocean of verdure [illegible]

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KUPER ISLAND.

A New England Mission Station—An Old Missionary Society.

Early History And Work—Its Promoters and Its Objects.

Perhaps there are some people in Victoria who have not yet heard of the New England Mission station on Kuper Island and who know nothing of the mission work that is being quietly done by the Rev. R. J. Roberts, among the Indians in the neighborhood. Kuper Island is in the Gulf of Georgia, some five miles from Chemainus, and sixty from Victoria, and in 1881 Mr. Roberts, on behalf of the company whose agent he is, bought a farm there, and at once set to work to clear the land and build first a house for himself and his family, and then a school-room, which serves for congregational as well as educational purposes. Mrs. Roberts became schoolmistress, and the attendance at school on week days, and at the Sunday services, which are conducted by the Rev. R. J. Roberts, has gradually increased both in numbers and regularity. Mr. Roberts is provided with a small sailing vessel, which enables him to visit the adjacent islands and mainland. With the exception of Mr. Roberts' farm the whole of Kuper Island is Indian land.

It is, however, the history of the company which has established this mission which gives it its chief interest. It carries us back to many generations and links us with our Puritan ancestors of the seventeenth century, who, in the midst of their own fierce struggle for civil and religious liberty, could yet spare thought and sympathy for their neglected Indian brothers in North America. The New England company may claim the honor of having sent from the old world the first Protestant missionary to the Indians. It was in 1620 that the first Pilgrim Fathers landed from the Mayflower on the American coast. Eleven years later they were joined by John Elliott, who diligently applied himself to the study of the native languages, and, by intercourse with the Indians around the settlements, grew interested in their condition and welfare. His missionary enterprise was probably kindled by the success of the French Jesuits, who had already made America their special field of labor, and whose heroic devotion still lives in the records of Mr. Parkman, the historian. Eliot's zeal was probably kindled by their achievements, and between the years 1643 and 1671 he published in London, a series of eleven tracts, in which he drew English attention to the wants of the Indians, and graphically described his own labors amongst them, and the progress of the gospel of Christ. It was in response to these appeals of John Eliot's that in 1649, the first year of Cromwell's commonwealth, the New England company was established by the Long Parliament. It was described as a "corporation for the promoting and propagating the gospel of Jesus Christ in New England." Power was given to it by parliament to acquire lands, goods, and money, and a general collection was forthwith made through the counties, cities, and parishes of England and Wales which resulted in the voluntary subscription of £12,000. With this sum of money farms were bought in Suffolk and Kent as well as several houses in London, and these purchases were conveyed to the corporation and the income applied to the payment of missionaries and school teachers amongst the native Indians of Massachusetts and New York.

With the restoration, in 1660, the corporation, which was the creation of Cromwell's parliament, ceased for a time to exist; but by the exertions of "the excellent Robert Boyle, so notable at once for his science, piety and beneficence," the company was re-incorporated by an Order-in-Council of Charles II. Boyle became the first governor of the company which consisted of 45 members, including both churchmen and dissenters. Two centuries passed away, and then the names of Mr. Isaac Solly and Mr. Edward Thomas Busk, (near kinsmen of our well-known fellow townsmen, Mr. Leonard Solly and Mr. Busk) appeared in succession on the honorable roll of governors. The name of Busk first appears among the elected members of the company in 1795 and that of Solly in 1808. Among the original 45 members were the Earl of Clarendon, Lord Chancellor of England; the Earl of Southampton, Lord High Treasurer; the Dukes of Albermarle and Ormond; and Robert Boyle, and Richard Hutchinson. Among the present members of the company, who are the duly elected lineal representatives of the original batch, it is at first surprising to find so many names belonging to well-known Unitarian families. Besides Sollys and Busks in abundance there are no less than five Martineaus, while Dr. Carpenter was elected in 1883 and the Rev. Mr. Voysey, in 1886. The explanation of this is to be found in the fact that many of the descendants of the goodly Presbyterians of the commonwealth have, by gradual degrees, so shaken themselves free from the fetters of creed that they are known to outsiders as Unitarians, although, among themselves, the Presbyterian name, which denotes their favorite form of church government, is still tenaciously clung to by their councils and synods.

When the American war of Independence broke out the missionary work of the company came to a standstill. The funds were for a time allowed to accumulate; but when the New England provinces finally severed themselves from Great Britain the company at once looked out for a fresh field for their labors. They went no further than New Brunswick at first, but as emigration stretched westward, they followed, and, after establishing several successful missions in Ontario, they extended their operations to British Columbia; where, in 1870, they made two grants of £50 each towards the salaries of teachers at Indian schools at Cowichan, in Vancouver Island, and Lytton on the mainland. Ten years later, the Rev. R. J. Roberts, who had been previously engaged in the company's service in Ontario, settled in Kuper Island.

The income of the Trust Fund may be applied not only to "promoting and propagating the gospel of Jesus Christ," but also to "civilizing, teaching, and instructing the heathen natives in the knowledge of the English tongue," and to educating them and their children in some trade. The missionaries appear to have been chosen impartially from various religious denominations. In 1828 a Baptist minister, the Rev. Richard Scott, was employed by the company to establish a mission in Ontario, and he worked on amicable terms with the Wesleyan Methodists of an adjoining mission.

The Mohawk station near Brantford has been one of the most successful of the company's settlements. It was visited not only by Lord and Lady Dufferin when they were in Canada, but by the Prince of Wales and the Duke of Connaught, who inscribed their names in the church bible. During the past year four members of the company from England, have visited Kuper Island, namely, Mr. Carpenter, Mr. Milligan, Mr. Lister and Mr. Venning. It might interest the Duke of Connaught when he is here in May, to visit this most westerly station of so ancient a missionary society. Arrangements might easily be made to convey him there, either by the courteous managers of the E. & N. Railway, or the hospitably generous directors of the C. P. N. Company.

Dr. G. M. Dawson of the Geological survey at Ottawa, our best of scientific authorities, says: "I cannot speak too highly of the grasses and grazing land of the southern part of British Columbia. They are not excelled if they are even equalled in any [illegible]"

THE FUR SEAL.

How They are Caught—Value of the Trade.

The fur seals breed on land and dwell at sea. The breeding ground must be in a sub-arctic climate and as remote as possible, the dwelling place must be in a genial climate and warm water. The seal population from which the world is now supplied dwell in the warm and sunny regions of the Pacific off the Mexican and Californian coasts, and breed on the Pribyloff Islands, Behring Sea, where they find immense cod and halibut banks to feed on, and a climate and remote solitude suited to their needs. The winter is passed off California and in spring a general migration is made to Behring Sea. After the breeding season ashore on the islands, they return southwards in the autumn. Now, there are two ways of taking seal. One is to hunt them during the migration northward, the other is to slaughter them ashore during the breeding season.

The principal breeding grounds of the world, that is the Pribyloff Islands, Copper Island off Kamchatka and Robbyn Island in the Okhotsk Sea are leased for purposes of slaughter to the Alaska Commercial Co. Our Victoria schooners hunt only at sea, and give the game a chance for its life.

Each schooner is provided with a crew to work the vessel and man the boats. In charge of each boat is a professional hunter. The fleet sails in January for the winter resorts of the seals and follows them during the migration northward. Every day the boats are out, one seaman at the helm, another at the oars, the hunter at the bow. The seals are found in groups travelling or asleep and killed at moderate range with a shot-gun. One hunter has taken as many as sixty in a day, being paid $1.50 a skin. Seamen receive wages from $35 to $40 a month. The food is very good, the quarters are generally clean and dry, and the hunters share the after cabin with the officers. The schooners have an average capacity of about sixty-six tons, and usually carry a complement of two officers, ten seamen, and five hunters. Many vessels, however, carry Indian hunters and their canoes, and one or two have Japanese sailors.

Thirty-two vessels sailed from this port last year and took 35,310 skins, an average of 1,103 for each of them, valued at $7,721.00. Of these schooners, 22 were British, 9 American, and 1 German.

Of the total catch of last year 14,949 skins were taken in the Pacific Ocean and 20,361 in Behring Sea. It is supposed by many that there are not only unknown breeding grounds on the south coast of Alaska, but also that many of the seal never pass the great kelp beds off this coast, there giving birth to their young, and not entering Behring Sea. Our sealing industry has been greatly and wantonly injured by the U. S. Revenue Department, upon the curious pretext that Behring Sea was sold to the United States by Russia and therefore is now their exclusive property. Many of our vessels have been seized, and some confiscated and sold to the very great detriment of our commerce. It is hoped that the Imperial government will see us both indemnified for past loss and secured in the exercise of this business.

The following table shows the principal sources from whence fur seal are derived in the London market. It was prepared by Messrs. C. M. Samson & Co., and cites the number of skins sold in England from Oct. 1886 to January 1888.

North West Pacific Coast	43,[illegible]
Pribyloff Islands	204,[illegible]
Copper Islands	100,000
Lobus Island (probably Robbyn I.)	[illegible]
Japan	9,[illegible]
Cape Horn	6,[illegible]
South Sea	[illegible]

SEAL CATCH FOR THREE YEARS.

	1887	1888	1889
No. of Schooners	27	30	32
Tonnage	1,[illegible]	1,[illegible]	....
No. of Men	4[illegible]	[illegible]	....
Skins taken in Pacific	12,0[illegible]	7,[illegible]	14,949
Value at $7.00	$[illegible]	$54,[illegible]	$104,[illegible]
Skins tak'n Behring Sea	21,716	1[illegible]	20,361
Value at $7.00	$152,0[illegible]	$1[illegible]	$14[illegible]
Total No. of Skins	[illegible]	[illegible]	35,310
Total value at $7.00	$[illegible]	$[illegible]	$247,170

FISHERIES EXPORTS—PORT OF VICTORIA, 1888.

		Value.
Canned Salmon ......cases	[illegible]	$1,[illegible]
Pickled " ......bbls	1,[illegible]	9,109
Oil ......gal	5,700	4[illegible]
Seal skins ......skins	35,310	[illegible]
Total		$[illegible]

PROVINCIAL MUSEUM.

A Valuable Collection Being Made by an Able Curator.

An interesting resort is the Provincial museum. The museum occupies one of the largest of the Government Buildings. The interior consists of a pleasant hall, lighted from above. Opening from this main chamber are several rooms. The most interesting collection is that, occupying the central floor, of the large game of the country. Mr. Fannin, the curator, has the special virtue of not only being able to stuff these animals but to shoot them also, which may be commended as an example to curators everywhere. Mr. Maynard, his assistant, can stuff and perch birds without giving them any appearance of pain or discomfort. Although the museum is large and good when we consider the very small population of the province, it is absurdly small as representing so vast a country, and it should be a strong incentive to visitors to go and earn immortality by exploring the almost untrodden fields of our fauna and flora, and to study the history of this region, and of its native races. The range is almost infinite; the observers up to this time may be counted on the fingers. There is scarcely such a field of research remaining in the wide world.

Among the treasures of our little museum are cabinets of representative minerals and of the cretaceous fossils, and collections in several branches of natural history. Over the entrance door is the coat of arms of the H. B. Co., and the inscription "pro pelle cutem," the device of the fur traders. This was taken from the stern mouldings of that ancient steamer Beaver, which in 1835 came to subdue these wild regions and bring them into the domains of commerce. If we only could raise the funds we might have the old steamer herself in the provincial museum.

The curator wishes to solicit the contributions of all who can send anything that may be added to this nucleus of what will one day be a great museum.

Lord Dufferin's Opinion.

The following remarks of Lord Dufferin to the people of Victoria in 1876 can never be repeated too often.

"Such a spectacle as its coast line presents is not to be paralleled by any country in the world. Day after day for a whole week, in a vessel of nearly 2,000 tons, we threaded an interminable labyrinth of watery lanes and reaches that wound endlessly in and out of a network of islands, promontories, and peninsulas, for thousands of miles, unruffled by the slightest swell from the adjoining ocean, and presenting at every turn an ever-shifting combination of rock, verdure, forest, glacier and snow-capped mountain of unrivaled grandeur and beauty. When it is remembered that this wonderful system of navigation, equally well adapted to the largest line of battle ship and the frailest canoe, fringes the entire seaboard of your province, and communicates at points, sometimes more than a hundred miles from the coast, with a multitude of valleys stretching eastward into the interior, while at the same time it is furnished with innumerable harbors on either hand, one is lost in admiration at the facilities for inter-communication which are thus provided for the future inhabitants of this wonderful region."

HOME INDUSTRIES.

Their Relation to Victoria—The Great Coal Mining Interest.

Our City the Focal Point to Which Everything Centers.

To understand Victoria as a commercial capital one must study British Columbia. The province offers to capitalists minerals, fisheries, agriculture, timber, manufacturing prospects and a tourist interest; and it is directly on one of the highways of the world's commerce. The investments made so far have been largely due to the wholesale merchants of Victoria, and the industries being built up offer unlimited prospects both to ourselves and to strangers. For the latter there are no drawbacks to be feared from bad climate or bad government.

The principal industries already somewhat developed are coal mining, lumbering, the salmon fishery, fur trade, sealing, placer gold mining, and to some extent farming and ranching. The principal industries awaiting development are gold mining in quartz, the deep sea fisheries, the tourist traffic, the mining and smelting of iron, mining of copper, silver, and many other minerals, and the further development of those industries first mentioned. Railways, shipping, and manufacture will grow with the population.

COAL.

There is an enormous amount of coal in the province and very greatly will it affect its destiny. The mineral occupies mainly three horizons. The oldest is the anthracite of Queen Charlotte Islands. The second or bituminous comprises the immense fields of Vancouver Island, besides which are large deposits in the Crow's Nest Pass and elsewhere. The newest is the lignite which covers the Fraser Delta, and the southern interior nearly to the Skeena river. The anthracite was exploited many years ago, abandoned, and is now being worked with great promise. The lignite is being prospected at Kamloops, Vancouver City, and Tumbo Island. The bituminous coal is being prospected at the Crow's Nest Pass, where there are fifteen seams in one vertical section. But its great development has been at Fort Rupert, Nanaimo and Comox. At the two latter places rich and immensely valuable mines are being worked, and support probably over 7,000 people. The following collieries are in operation:

Nanaimo colliery, owned by the New Vancouver Coal Mining & Land Co., Limited, exported last year 179,286 tons. The value of the plant is $350,000.

Pit No. 1 is on Nanaimo harbor. The vein now offering most promise is one seven feet thick. Pit No. 3 is on Chase river 2½ miles from pit 1. The coal varies in thickness from 4 to 10 feet and is worked by 40 men on the pillar and stall system. Nos 1 and 2, South Field Mines have met and are worked with one ventilation shaft. More than half the output of the colliery is obtained here by 74 men. Half a mile south of the pit on Chase river is No. 4 which is now being prospected. North Field mine is a new enterprise where on 31st July, 1888, coal was struck at a depth of 424 feet and seven feet thick. Although not averaging this thickness the vein is a very promising one. The shipping place will be at Departure Bay point, five miles from the mine, and a railway and a wharf of large dimensions are now complete, as also a line to the Island railway. The promise of the whole Nanaimo colliery was never so good as it is at this present time. The Wellington colliery of Messrs. Dunsmuir & Sons, with a plant worth $150,000, exported 190,510 tons last year. There are six pits. No. 5, from which most of the coal for this city is derived, connects with the Island railway and is of great extent. 195 men are employed in one shaft. Nos. 4, 6, and 3 are in the Millstone River Valley. No. 6 is new, coal being only struck in May last, the depth being 340 feet and the seam 8 feet thick and of enormous extent. No. 2 is a slope not far from the East Wellington mines and has just been interrupted by a bad fault.

The East Wellington colliery of the East Wellington Coal Company has one mine with an export for last year of 43,089 tons, although interrupted by a serious fire. Sixty men are employed, and the plant is valued at $140,000.

All the Nanaimo mines are periodically inspected by a committee of pitmen and the most thorough precautions are used to prevent accidents. The system of ventilation is very perfect also.

Near Comox an enormous colliery known as the Union Mine was opened in 1888. Eleven miles of standard gauge railway connect the pits with the most commodious wharves in the province, situated on a harbor known as Baynes Sound. Two tunnels of 500 feet each are run into a hill side from a three foot exposure of good coal. A four foot seam is worked on a slope now extended over 2,000 feet. There is also a shaft only forty feet deep from which prospecting is being done. The plant of this colliery, including its railway and wharves and a steam-saw mill, is one of the largest investments ever made in this province. Two thousand tons were shipped in 1888, 23,790 tons last year, and there will doubtless be much to hear from this quarter when the mine is fully developed.

Exploration is being made with two diamond drills at Chemainus Bay and Oyster Harbor. Bores are being made in the Nanaimo district, one of which has resulted in the discovery at a depth of 469 feet of a seam 12 feet thick.

The coal fields employ 1,754 white men at from $2 to $5 a day, 31 boys at $1 to $1.75, and 456 Chinamen at from $1 to $1.37.

The coal is shipped principally to California but cargoes are also sent to Oregon, Alaska, Petropaulovski, Sandwich Islands, China and Japan. The Royal Navy and U. S. revenue vessels, and also local and ocean traffic steamers are supplied. Much is used at Victoria for manufactories, and without it many could not probably be carried on with profit. There is indeed no factor of such tremendous importance to all manufactures as the supply of that power with which to do their work. The city is indebted to this great coal field in many ways, and it greatly enhances the value of her commercial and strategical position. By the development of coal, too, the Island railway has been made possible, and so a market afforded to the Eastern settlements. The ultimate extension of this railway to Fort Rupert, Sooke, and the west coast will make this little England on the Pacific more prosperous than ever. Another but more immediate hope is that the iron of Texada island will be smelted with Nanaimo coal at Victoria, in which case we may number ship-building and many other trades among our resources.

The steady and rapid progress of coal mining will be seen from the following statement of the output of the province since 1874:

Year.	No. of Tons.
1874	81,000
1875	110,000
1876	139,000
1877	154,000
1878	171,000
1879	241,000
1880	268,000
1881	228,000
1882	282,000
1883	213,000
1884	394,070
1885	[illegible]
1886	[illegible]
1887	413,360
1888	489,300
1889	579,830

GOLD.

If the fabulous amount of treasure taken from our water courses is an indication of the wealth of the quartz from whence it came, the wild gold fevers of the early sixties will prove but a shadow of the great substance to come. This month the first bars of gold reduced from the ore in Cariboo, were placed on exhibition in the city, presage of the age of quartz mining which would have set in this summer but for the destruction of the Reduction Works that had just been completed by the Provincial government. Although it will take months to rebuild the Works the mines are receiving a stimulus and attracting the attention of capitalists. Before long it is hoped that the presence of a railway will so far reduce the prices of supplies and labor that it will be possible to work quartz mines not now profitable, and to wash gravel in all parts of the Northern Interior where it has not hitherto even paid expenses. The Kootenay valleys are developing enormous mineral wealth, especially in silver which now appears in our statistics for the first time, an amount valued at $47,873 being the yield of last summer.

The produce of the precious metals last year was as follows:

Gold	$428,466
Silver	47,873
Platinum	3,500
	$479,869

For years past there has been no such hopeful prospects as at present, and there is no doubt that by the development of quartz mining, which is already commenced in several districts, and by access of railways to the mines, great benefit will accrue both to the province and to the trade of this city.

EDUCATION.

The Advantages of the Capital—Cost of the Schools, Etc.

There are seven public schools in the city and eight others in the district of Victoria. The following table will afford a good indication of the growth of population in addition to the main facts about the children.

YEAR.	Daily Average Attendance. District.	City.	Average Amount of Cost of each Pupil, based on Average Attendance. District.	City.
1882-3	135	414	$35.58	$42.70
1883-4	130	672	36.31	19.17
1884-5	137	710	37.75	22.04
1885-6	142	807	29.22	19.70
1886-7	157	894	34.18	19.76
1887-8	180	917	31.50	20.67
1888-9	180	909	33.65	19.18

The instruction provided by the public school is not paid for by the parents but by the state. To defray the charges an annual poll tax of three dollars is levied on all grown men. The parent thus sends to school as many children as he can rear. It is a very just law that the bread winners who govern the state should share the honor of training its future citizens. But the public schools only undertake secular instruction, and religious and social training are left to the parents. To supplement the efforts of the parents every church body sustains a Sunday school, but the social training is not provided for by either church or state, being a matter of home influence. To supply both secular, religious, and social training, that is the complete education of children, there are private schools, chief among which we may name the Angela College for girls, and the boys schools of the Rev. C. J. Brenton, M.A., and the Rev. W. Green, B.A., these three taking boarders. The Roman Catholics have a large school taught by the Sisters of St. Ann, and St. Louis College for boys.

The tuition of the public schools is about as perfect as it can be made. The subjects are varied, the teaching practical and such as will be most useful in the after life of the children.

For the little ones of the three lower grades there are what may be called schools of ease known technically as ward schools, and as these are placed centrally in four quarters of the city they may be easily reached by the youngest and most delicate of those attending them.

The three lower grades are also represented in the big general schools for boys and girls, and above them rises in steady gradation a series of classes, from which the most advanced graduate to the High School of the Province. In this high school the studies are so varied, and the teaching is so thorough that the students have every possible chance of going into the world both practical and accomplished, and well armed for the great battle of competition in the wide world.

Comparative Statement of Attendance and Cost of Public Schools in British Columbia from 1872-73 to 1888-89.

YEAR.	No. of School Districts.	Aggregate Enrolment.	Average Daily Attendance.	Percentage of Attendance.	Expenditure for Education Proper.
1872-73	[illegible]	1,028	575	[illegible]	$36,763.77
1873-74	[illegible]	1,245	767	[illegible]	[illegible]
1874-75	[illegible]	1,403	863	[illegible]	[illegible]
1875-76	[illegible]	1,685	984	[illegible]	[illegible]
1876-77	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1877-78	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1878-79	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1879-80	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1880-81	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1881-82	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1882-83	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1883-84	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1884-85	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1885-86	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1886-87	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1887-88	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1888-89*	[illegible]	[illegible]	[illegible]	[illegible]	108,190.28

* Half-Year.

"REAL ESTATE EXCHANGE."

A Thoroughly Reliable Firm—Splendid Offices, Large Lists.

Messrs. Dalby & Ballentyne, whose large and handsomely furnished offices on Yates street are known as the "Real Estate Exchange," are one of the most extensive and reliable real estate firms on the coast. Some of the most desirable properties offered for sale find their way to the boards of this enterprising firm, which is due to their well-known standing financially, their thorough business-like manner of attending to the interests of their clients, and the courteous treatment accorded to all comers.

They are the sole agents in British Columbia for the Equitable Life Insurance Co. of New York, and do a large collection and conveyancing business.

Mr. William Dalby, the senior member of the firm, is one of Victoria's pioneers, coming to the province in 1862, since which time he has been actively identified with the progress and prosperity of the city. During the years 1867 and 1868 Mr. Dalby served as Mayor of Victoria, being the people's choice by a large majority, and in 1889 he was elected by the Council to assess all the municipal property. He is President of the British Columbia Agricultural Society, and from his long residence, public connections and present position he has gained a knowledge of the values of real estate in and about Victoria such as only a few of the oldest residents possess.

Mr. C. G. Ballentyne, the other member of the firm, came to Victoria in 1884 as the representative of the Equitable Life Insurance Co., whose large business here is entirely conducted by Dalby & Ballentyne. Genial, obliging, with splendid connections socially, and from a business standpoint much of the prosperity of the firm is due to his connection with it.

For reliable information about our city and its environments, and for straightforward dealings with customers, we can heartily recommend the proprietors of the "Real Estate Exchange," Messrs. Dalby & Ballentyne.

ABOUT OUR COAL.

The Origin and Discovery of Coal on The Pacific Coast.

How Coal Was Formed Ages Ago—Dr. Tolmie First Reports the Discovery.

THE ORIGIN.

To understand how coal was made in this country we must go back to the middle ages of the earth's history, and see how the land lay then. Even at that time there were ready made masses of rock that must have taken many scores of millions of years to build up. Rocks are made of the silt washed down by the rivers of older countries and laid slowly on the sea floor. In time this sediment becomes land, and is pressed and dried, and cooked, and crystallized by the great heat down below. Now, at the time we speak of, British Columbia was a shallow sea studded with islands. The prairie was part of this tract of sea, and the land lay up to the north east, the old Laurentian continent, of which the coast followed the trend of the present north western lakes, the Great Bear, Great Slave, Athabasca, Reindeer, Woolaston, and Winnipeg.

Out of the old Laurentides poured many rivers, and filled the great big shallow sea with shifting sand and mud banks; and the surf and the rains wasted away the islands, so that every shore was strewn with boulders and gravel. The climate was so hot and rainy that on the lower islands there grew dense swampy forests, something like the everglades of Florida. These in time made for themselves deep beds of mould. The land kept heaving greatly up and down, as it does still, by force of the great heat underneath, so that the old forests were at times deluged by the sea with sand and mud. So forest succeeded forest on the same ground for ages. In one place, now the Crow's Nest Pass, fifteen forests in succession were overwhelmed. The air had been reeking with carbon dioxyde, a poisonous gas; so to make the air pure nature turned the carbon into trees, and the trees into coal, and stored the treasure away for the use of man. These buried forests have been pressed down and dried and cooked, first into lignite, then into bituminous coal, and the oldest even into anthracite.

But after the peaceful cretaceous age came to an end, this region got a tremendous shaking up. Nearly the whole of Western Canada was raised many hundreds of feet; the whole sea floor was changed into the wild rugged country it is now, and three great ranges, the Island, the Coast, and the Rocky Mountains, thrown upon the boundaries of the continent.

In after ages coal was laid down in the same manner in several parts of the country. The southern interior, up to the latitude of the Skeena, was a shallow gulf opening to the south, and the same waters extended over the Puget Sound country and the lower Fraser valley; while in the north a sea occupied the space between the Queen Charlotte Mountains and the coast, and extended over the area of the Alexander Archipelago. To that period belong the lignite coals of the Province.

There have been many wonderful changes since then, and we now live just at the end of the Ages of Ice and Fire, which have greatly changed the appearance of the country, and left it for our enjoyment with a most genial climate and fabulous natural wealth.

THE DISCOVERY.

Half a century ago this region was but little known. The Indians were very numerous and powerful. Sitka had a garrison of five hundred men, and eight vessels. The Hudson Bay Company's forts were contented with eighteen or twenty men, and a good deal of honesty. Fort Vancouver on the Columbia, the capital of the Pacific coast, had been built in 1825. Fort Langley on the Fraser dated from 1827, Nisqually on Puget Sound from 1833, Fort Simpson on Naas harbor from 1831, (removed in 1835 to the present site), Fort McLaughlin on Millbank Sound from 1831. Such was our standing on the coast when in 1835, Dr. Tolmie, stationed at Fort McLaughlin, reported having received pieces of coal brought by Indians from the north east end of Vancouver Island. There were no white men on Vancouver in those days.

The company had two or three sailing vessels, but these could not penetrate into the recesses of this dangerous coast. Steam was necessary, and the directors sent therefore in 1835 the little Beaver, one of the early experiments in steam navigation, and she succeeded in reaching the remotest channels of the archipelago, and so took possession of the fur trade, and the work of supplying the forts. The experiment was a triumphant success, marred only by the painful fact that she took longer to cut fire wood than to burn it. This was a grievous difficulty. About a month after her arrival on the coast, this entry was made in her log: "Started running to the westward toward another village of the Quoquhilie Indians, at which place the natives said we could get coal. At 10 anchored in a bay about four miles to the westward of the village, in about six fathoms, veered to 12. Capt. Home and Mr. Finlayson, (Duncan Finlayson, trader, in charge,) went ashore with eight men armed, to examine the vein of coals spoken of by the natives. At noon returned on board, bringing several specimens of very good coal, which was dug from about two feet below the surface. The vein appeared to be 2¼ feet thick." On the Beaver's next trip to the Coal Village, probably Suquash, three guns were fired to apprise the natives of her arrival, to which salute the Indians courteously replied to with a swivel, firing two charges. Two days after, however, "the woodcutters were obliged to come on board through the hostile and threatening conduct of the natives." The quantities of coal bought of the Indians on succeeding trips were 3 tons, 1¾ tons, 25½ tons and 40 tons. From these amounts a small supply was given to the Fort McLaughlin blacksmith.

Such was the first discovery of coal on the coast, and its first practical use in Western America.

SAANICH MILLS.

Large Grain and Flour Business Done—The Victoria House.

The firm of Messrs. Brackman & Ker is essentially a Victoria one, although their manufacturing is done out of the city. The firm own the North Saanich Oatmeal and Flour Mills, situated at the head of Shoal Harbor, but the output, or at least the greater portion of it, is handled in this city. The mills are capable of grinding about four tons of oatmeal per diem, besides about the same quantity of wheat flour. Cracked wheat, rolled oats and split peas are also turned out, and the mills are kept going steadily nine months in the year. The main building of the mills is 45 x 100 feet, three stories high, and is fitted with modern machinery for the work, driven by a 75-horse power engine. Six men are employed in the various branches of the business, the management of the mill being looked after by Mr. Henry Brackman, of the firm.

The city business is extensive, and rapidly growing. Last summer the advancement of trade made it necessary for the firm to find larger quarters, and a new three-story brick block 40 x 90 feet was put up near the corner of Johnson and Government streets at a cost of $10,000. Here is kept in stock all the best grades of Canadian and American flours, oatmeal, cornmeal, bran, feed, oil-cake, whole grains, potatoes, etc. The trade is principally wholesale, and many thousand dollars worth of stock are handled monthly. Mr. David Ker attends to the business in the city, and has a large commercial acquaintance in all parts of the province.

QUEEN CHARLOTTE COAL.

The Great Coal Discoveries on the Northern Island.

We have great pleasure in laying before the public the data of a great coal discovery of which the very barest information has hitherto been available. We will endeavor to explain the whole matter in the vulgar tongue. Long ago the Queen Charlotte Islands were flat lands if not actually submerged. But upon one long line a range of mountains was heaved up with great violence. The action upon the old rocks may be understood by thrusting one hand under the middle of a flat pile of papers. The tops of the ridge has since been cut away by action of water and frost, leaving the irruptive fire rocks exposed in high crests and pinnacles. Up the sides slope the many layers of the old water rocks from the plains on either hand. Now, in this instance the plains to seaward of the Queen Charlotte Islands are great cod, halibut, and skil banks, submerged over a thousand feet. To landward of the range however, the edges of the layers of rock have been worn down into a level country by the action of glaciers, and by them covered with mud and boulders. On this drift there is a fertile soil and big timber, so there is little wonder that the coal has only lately been discovered. Now, from the mountain core eastward occur the following layers of water made rock:—Firstly, a great mass of very ancient rocks forming the foothills; secondly, the cretaceous rocks, equivalent in age to the white cliffs of old England, in which this coal occurs, these layers being at a very sharp angle and over two miles thick; thirdly, the modern or tertiary rocks of the same age as the lignite bearing formation of Puget Sound. It is with the second class, the cretaceous rocks, latest of all the secondaries, with which we have to deal. The coal bearing formation of shales and sandstones occupies five thousand feet in the middle of these rocks and is probably a little older than the Nanaimo coal field.

The Skidegate channel cuts the islands in two, and on both banks, over against the eastern foothills of the range, coal has been found. On the north bank the Queen Charlotte Coal Mining Company spent a lot of money in 1871, building large works and boring 450 feet. They came upon a seam of fine anthracite, six feet thick, but it had been much disturbed and broken during the upheaval of the mountains in the tertiary period. This, and the then bad state of the coal market, proved fatal before the property had been fairly developed. A Nova Scotia syndicate has begun work with a diamond drill, and there is now every prospect of success for the old Cowgitz mine.

Coal occurs in many places but about 14 miles to the northward, at the sources of Yakoun river which flows north into Massett Inlet, in this hitherto unexplored interior of the Island, Mr. W. A. Robertson has made two grand discoveries.

The first is a seam of bituminous coal, probably even better than that of Nanaimo.

FIFTEEN FEET THICK.

It is traceable along a creek for 430 feet. As the bed is inclined so as to be nearly vertical, the entire bulk can be taken out without preliminary boring, and it is far removed from the centre of volcanic disturbance which has troubled the Cowgitz mine. This mine is owned by the following gentlemen: John Irving, Thos. Earle, Henry Saunders, W. A. Robertson and J. D. Robertson, under title of the Ya'koun River Coal Syndicate. The property, comprising 3840 acres, has been offered for sale. Besides the Skidegate channel, a splendid harbor, at about the same distance, is afforded by Rennel Sound on the west coast, a port approachable without towing, distant four days steaming from San Francisco.

Mr. Robertson's other discovery is a

TWENTY-TWO FOOT SEAM,

distant one mile from the first, and making an exposure traceable for some distance. Prof. James Parkinson, M.E., F.C.S., and F.G.S., after a careful examination of this as well as the other seam describes it as semi-anthracite, that is rather better than a bituminous coal, inclined at an angle of 45 deg. having probably other workable seams adjacent. This mine is jointly held by D. Freeman, of Los Angeles, Cal., Dr. Powell and W. A. Robertson.

Considering the coal, copper, deep sea fisheries, the farming lands, grazing, and timber, the long neglected, still partly unexplored islands of the Queen Charlotte group appear destined to sustain a large population; and as to Ya'koun, no one fairly estimating Mr. Robertson's discoveries will look upon the place as anything less than another Nanaimo.

Comparative Analysis of our Coals by Prof. Parkinson.

	Ya'koun, Q. C. I.	Nanaimo, V. I.	Wellington, V. I.	Galt Mine, N. W. T.	Old Coal Measures, Great Britain. Yorkshire. House and Gas Coal.	Yorkshire. Steam Coal.	Durham. House, Gas and Steam.
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Water	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Volatile Combustible Matter	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Carbon	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ash	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Coke	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Specific Gravity	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Acknowledgment.

Much of the historical, descriptive, and other literary matter appearing in this issue of THE TIMES has been contributed by Mr. H. R. A. Pocock, author of "Tales of Western Life," and one of the leading literary men of Canada.

Invested Capital.

Messrs. Dun, Wiman & Co have kindly made for us a very careful and accurate computation, from the books of their celebrated commercial agency, of the present value of the business of the city. According to this estimate, the capital employed by our business men is $11,700,000.

COSMOGRAPHY.

British Columbia the Nucleus of the Continent—The Line of a Great Migration.

The Imperial Highway and North West Passage by Land—Mother of the Rivers.

We do not claim to occupy the hub of the universe, nor to own the earth; neither have we designs on the moon as a suburb, but if you will be so good as to come out for a little walk we will show you our reasons for feeling very much bigger than we look. We will amuse ourselves by climbing one of our hills and taking a view therefrom. Perhaps we may as well select Mount Hooker or Mount Brown. You may take your choice.

Here we are at the top, some three miles in height, 16,000 feet, or so, in the climate of the Arctic regions, at the very apex of the Rocky Mountains, the summit of the North American continent. There is one much higher hill, St. Elias by name, 19,500 feet in height, that stands in the North-West Territory, overlooking Uncle Sam's narrow shore strip of South-East Alaska; but we will be satisfied with this comparatively small outlook, and if you are not too cold, kindly be seated and take a glance at our surroundings. We are at the nucleus of North America, the apex of its great watershed. Right down there at our feet is the Committee's Punch Bowl, without exception the most marvellous lake on earth. From each end there flows out a river, one, the Athabasca, to the Arctic Ocean by way of the McKenzie, the other to the Pacific by way of the Columbia. Over there to the north the Fraser is winding away out of sight before making its great bend round the Cariboo Mountains. Down to the west the Columbia is just breaking its way through the same mighty barrier, to roll on glittering down into the United States, the wide, wild river of the west, the ancient Oregon. Far away to the north the valleys of our province nestle the young Yukon before it sweeps down resistless through the North-West Territory and on into Alaska. We may almost catch the sparkle of the tiny Saskatchewan gathering its mountain torrents for that great solemn march across the plains to join the Nelson system that ends in Hudson's Bay. And not so very far away the father of waters, the tremendous Mississippi, Missouri, is cradled in the same Mother Sierra that reaches away under our feet forever. The Athabasca, Smoky, Peace and Aux Liards, of the McKenzie system, the great Yukon, the Stickeen, Skeena, Fraser, Columbia, and Saskatchewan, all alike have British Columbia for their mother, and are first nestled in the lakelets of our high sierras. Our country is the Mother of the Rivers.

But our hilltop has much else besides rivers in view. We look down across the wide steppes of the Prairie eastward; northward our vision reaches out into the Laurentian Forest that borders on the barren grounds; north-westward are the immense regions of our northern interior and North-West Territory, reaching over towards the valley of Alaska; southwards our plateau of the southern interior widens into the arid basin of Utah and Nevada. Westward our vision is perplexed. Range after range, sierra upon sierra, shut out the western sea.

From the continental apex we look with awe and wonder upon these westward mountains. They are a link in a chain which is the girdle of the world, embracing the Pacific ocean as a crown does the head of a king, the volcanic belt in which is comprised the cordillera of South America, the North American coast ranges, the Alps of St. Elias reaching away to Kamchatka, the Kamchatdale, Kurile, Japan, East India and New Zealand ranges, and the frozen altitudes of the Antarctic continent. Our view is significant.

Again we may see from our hill the line of two great migrations of mankind. Long ages ago the region of the Himalaya boiled over, and its populations overflowed westward into Europe, eastward into America. The westward flow is the Indo-Caucasian race, which throve. The eastward flow is the American race, which did not thrive. By their languages and habits we may still trace from our hill top the line of the procession of the nations out of Asia. It was by way of the Aleutian chain, the Yukon valley, and the interior plateau of our province. Of its latter parts some few tribes have struggled down the valleys to our British Columbia coast, and there some of them have been influenced by Mongolians cast away upon our shores in later times. The main drift is traceable to the uttermost boundaries of the new world, it is the great Red Indian race. And here comes another drift with the might of a tidal wave. The Indo-Caucasians have overflowed Europe into the wilds of America, where the brother race, born in the same old Himalaya, has not prospered. He is the Ishmael, and Isaac has the inheritance. So Ishmael may be seen cowering in the last recesses of the woods and mountains, and must soon die away altogether. The wave that rolled out from the old Himalaya has met at the foot of our hill at the opposite side of the world. And here the American perishes at the hand of the Caucasian.

And if this Mount Hooker is an apex of the New World, as the Himalaya is of the Old, so is our Province significant, a fact in nature of which the most daring will not foretell the issue. It has been most singularly blessed. The Old World and the New have each a cold side on the east, a warm side on the west, produced by the action of the planet's motion upon prevalent currents of water and of wind. The Japan current and the chinook wind, both warm, both vast, sweep with tremendous force upon our coast. The evaporation from the Japan current loads the west wind, the chinook, with a dense burden of vapor. Thus, weighed down with moisture, the bearing wind is launched upon North America. One would suppose it were intended to water the interior, and to warm the continent. Not so. Yonder vast sierras piled up upon the continental boundary are snow clad, a condenser which chills the loaded west wind, sets loose its gigantic burden of moisture, and gives us the rain and the discharged heat to make our valleys, jungles and our pastures like Eden.

These clouds drifting through the pass at our feet are such as have escaped the enchantment of the great mountains and are filtered through the gaps of the mother range to do what our rivers do also, to make the otherwise stony desert of the steppes into a lovely wheat field.

You are getting cold and tired with all this talk, sitting three miles aloft on the third great apex of the world. Yet look once more down into the pass below us. There is the future highway of the world's commerce: It is the north-west passage to India of the Anglo-Saxon race.

MERCANTILE AGENCY.

The Mercantile Agency of Dun, Wiman & Co.—An Extensive Organization.

Any review of the industries or commerce of Victoria would be imperfect without prominent mention of the Mercantile Agency of Dun, Wiman & Company. This organization has offices in all the leading cities of Canada and the United States, as well as in London and Manchester, Eng.; Glasgow, Scotland; Paris, France; and Berlin, Germany, over one hundred and forty different offices being in active operation for the protection and promotion of trade, with head offices at New York.

The British Columbia office is located in this city, at No. 6 Bastion square, and has been in existence about five years, or, in other words, since the commerce of this province has begun to spread and diverge from its former channels. Under the present management of Mr. E. W. Matthews, the popularity of this well and favorably known institution has increased among our business men, who look upon it as one of the most important factors in the extension of trade. The volume of business continually passing through this branch is indicative of the wider connections this city is securing with all parts of the world. In this way the welfare of Victoria and the province generally has become indebted in no small degree to the reputation and reliability of this agency.

MARKETS.

QUEEN'S MARKET.

L. GOODACRE,

Government street, Victoria, B. C., wholesale and retail Butcher. Contractor by appointment to Her Majesty's Royal Navy.

LEGAL.

JOHN J. AUSTIN,

NOTARY PUBLIC.

Real Estate and General Agent. Loans negotiated, Town and Country Property for sale. Office Bastion street, next to Bank of British Columbia, Victoria. P. O. Box 50.

PLUMBING AND GAS FITTING.

A. & W. WILSON,

PLUMBERS, AND FITTERS.

Bell Hangers and Tinsmiths. Dealers in Best descriptions of Heating and Cooking Stoves, Ranges, etc. Shipping supplied at lowest rates. Broad street, Victoria, B.C. Telephone call, 129.

SOCIETY MEETINGS.

THE WORKINGMEN'S UNION OF Victoria meet in Conlin's Hall, Pandora St., every Tuesday evening at 7:30 p. m. A cordial invitation to all workingmen to attend and enroll as members. fe7-tf

VANCOUVER AND QUADRA Lodge, No. 2, A. F. & A. M., B. C. R.—Regular Communication the third Wednesday in each month, at Masonic Temple, corner Douglas and Fisguard streets. Sojourning brethren cordially invited. B. A. BROWN, Secretary. jy25

COLUMBIA ROYAL ARCH Chapter, No 120, G. R. S. Regular convocations held on the first Tuesday of every month, at Masonic Hall Masonic Temple, Douglas Street. Sojourning companions cordially invited. W. J. QUINLAN, Scribe E. jel ly

DOMINION LODGE, NO. 4, I.O.O.F., meets at the hall, Douglas street, every Thursday evening. SPECIAL NOTICE.—This week Thursday, March 13th, 2nd degree. JAMES AULD, N.G. dec2

FAR WEST LODGE, No. 1, K. of P. Regular convention every Friday evening at Foresters' Hall, Government street. Sojourning Knights are cordially invited to attend. B. J. PLUMMER, K. of R. & S. oct9

ST. ANDREWS and CALEDONIAN Society meets in their hall, cor. Langley and Yates streets on the FIRST FRIDAY of every month. All Scotchmen are invited to join. J. M. MURDOCH Secretary.

INSURANCE.

THE NORWICH UNION

FIRE INSURANCE SOCIETY,

Established 1797. Amount insured, $500,000,000. H. D. HELMCKEN, Agent, Bastion street, Victoria, B. C. jan9 ly

CIVIL ENGINEERS.

C. W. BUSK,

Assoc. M. Inst. C. E., M. Can. Soc. C.E. MINING AND GENERAL SURVEYOR AND CIVIL ENGINEER.

Plans and Estimates furnished, Reports prepared, Works undertaken, and Contracts superintended for all kinds of Engineering or Surveying work in the south part of the West Kootenay District. Address, P.O. Box 340, Victoria, B.C., or Nelson, Kootenay Lake, B.C. jan29

J. H. Gray. F. A. Devereux.

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—AND—

RAILWAY, LAND, AND MINE SURVEYORS.

Plans, specifications and Estimates of structures and excavations prepared for contractors. Surveys taken by contract in all parts of the province and Washington. Timber limits located. Office Room, "C" White House (up-stairs) Government street. P. O. box 253. Branch office Seattle. feb7-6mo

G. HARGREAVES,

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Plans, specifications and estimates furnished for buildings. S. E. cor. of Government & Fort Sts., up-stairs, Victoria, B. C.

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It has proven itself more safe, convenient, cleanly and healthful than any other illuminants.

No ignition from match stumps. No oils to explode.

No gas-pipes to blow up. No soiling of goods. No asphyxiation.

No vitiation of the air of offices or homes. It is strangely suggestive of recovered sunlight.

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of Toronto claim for their systems the ability to produce more light per horsepower of energy expended, than can be produced by any other system known. They guarantee their machinery to outlast other makes, while they are able to sell it at fully one-third less. They supply "arc" and "incandescent" apparatus, or both combined, in any size and quantity.

Long distance Incandescent Lighting a specialty. Isolated plants for factories, mills, and machine shops, furnished and set up.

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Prices and all information on application to their general western representative.

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Entire Stock at Cost.

See Prices on some of the lines you know about.

BLANKETS, GREY, 7 lb	$3 25 pair
BLANKETS, WHITE, 6 lb	3 60 „
QUILTS, HONEY COMB, 10-4ths	1 25 each
QUILTS, MARSEILLES, 10-4ths	1 50 „
SHEETING, our Best Twilled, 10-4ths	40 yard
SHEETING, our Best Plain, 10-4ths	35 „
PILLOW CASE COTTON, Circle 44 in	17½ „
COTTON, Bleached from	10 „
TABLE DAMASK, our best	70 „
NAPKINS	1 10 doz.
GINGHAM, Heavy (8 yards $1)	12½ yard
ZEPHYRS, for children's aprons (10 yards $1)	10 „
CRASH, for rollers and kitchen towels from	8 „
TOWELS	80 doz.
FLANNELS, Grey Union	12½ yrd
FLANNELS, Grey Wool, 16c, 20c, 25c, 30c and	35 „
FLANNELS, Scarlet, our Best, 28 in	40 „
FLANNELS, Scarlet, 2nd quality	25 „
FLANNELS, White 25c to	30 „
FLANNELS, Plaid and Striped, 27 in	35 „
FLANNELS, Scotch Plaid and Checks	35 „
FLANNELS, Opera Twills, light shades (3 yards $1)	33⅓ „
ULSTERING, 56 inches, 2 qualities $1 10 and	1 30 „
SKIRTINGS, Moreen (3 yards $1)	33⅓ „
SKIRTINGS, Striped 20c to	52½ „
FELTS, 2 yards wide	95 „
SHAWLS from 50c to	1 00 each
JERSEYS „ 60c to	2 50 „
UMBRELLAS „ 40c to	4 00 „
DRESS GOODS, single width, cotton mixture from	12½ up
DRESS GOODS, single Wool „	16 „
DRESS GOODS, 42 inches wide, Wool	50 „
DRESS GOODS, 42 inches wide, Union	23 „

Some Splendid BLACK SILKS at from 57½c to $1 35. Sold as high as $1 75 before the sale.

Orders entrusted to our care from abroad will receive our most careful attention.

C. L. TERRY,

CASH : DRY : GOODS,

Corner Broad and Yates Sts.

DAVIDSON BROS.

Watchmakers and Jewelers.

We have just received a fine line of SCOTCH PEBBLE BROOCHES.

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For sale by JNO. TEAGUE, JR., 57 Yates street.

VICTORIA : RICE : MILLS,

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—MILLERS OF—

China and Japan Rice,

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KELLER & BURRIS,

—MANUFACTURERS OF—

SEWER PIPES, TERRA COTTA, DRAIN TILE, FLOWER POTS, VASES, AND OTHER EARTHENWARES,

Corner Yates and Quadra Streets, VICTORIA, B.C. de7

NOTICE.

MR. H. B. W. AIKMAN, BARRISTER-AT-LAW, was on the first day of January inst. admitted a partner in the firm of Drake, Jackson & Helmcken, which will be continued under the name of DRAKE, JACKSON & HELMCKEN. 18th January, 1890.

G. A. McTavish

Has at his store on

PARK ROAD,

A CHOICE ASSORTMENT OF

VEGETABLE

—AND—

FLOWER :-: SEEDS.

Fancy Seed of the very best strain procurable, personally selected while in Scotland from the stock of the largest Prize Winner in Great Britain.

Special Prizes will be offered at the Fall Exhibition of the B. C. Agricultural Society for the best flowers raised from this seed.

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If you need artificial Teeth, come and inspect my improved plates. They differ from all others. They are like natural ones, and will not drop while eating or speaking. The best is always the cheapest. Dr S. M. Hartman, Dental Office, 61 Government street.

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HOMŒOPATHIC REMOVAL

DR. J. HALL WILL LEAVE HIS ROOMS on Pandora street on MONDAY, Dec 2nd, for the new brick block corner of YATES and DOUGLAS STREETS, where he may be consulted at the usual hours, from 1 to 4 p.m., excepting Sundays and holidays.

J. K. GARROW, M.D

(Lately attending Guy's Hospital, London, and Royal Infirmary, Edinburgh.)

Specialties:—Diseases of Women and Children and Chronic Diseases.

Office and residence, corner of Douglas and Pandora streets, directly opposite City Hall. Office hours:—9 to 11 a.m., 1 to 3 and 7 to 8:30 p.m. Calls to city or country promptly attended to. nov9-3m

Pianos Tuned and Repaired,

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From Geo. Steck & Co., New York; Wm. G. Fischer, Philadelphia; and A. & S. Nordheimer, Toronto is now to be found at

C. A. Lombard's, No. 71 Gov't. street.

All orders for tuning promptly attended to and best of satisfaction guaranteed, through long experience in the above cities. jan29-1m

Victoria's Efficient Orchestra,

Prof. Granat, Musical Director.

Music furnished for balls, parties, weddings, entertainments, etc. Apply to the headquarters at the London Harmony. W. J. PHILLIPS, Cor. Johnson and Broad Sts. oct28-3m

FOR SALE.

SCREW STEAMER "EVANGELINE" as she now lies at Metlakahtla. British build frame work, English oak; length 45 feet; beam, 10ft. 6 in.; depth 5 feet. Two engines direct acting, made in 1867 by G. E. Bellies & Co., Birmingham; 20 horse power. Price $3,000.00. For further particulars apply to No. 6 Broughton street Victoria.

WANTED.

WANTED—A girl to do general house work in a small family. Apply to Mrs. Holland 60 John St. mar13-1w

WANTED—A good general servant for a small family. Part of washing put out. Apply 165 Douglas street. mar7-1w

WANTED—A girl wants employment as general housekeeper. Apply Dominion Hotel. mar12-3t

WANTED—A girl to assist at housework. Apply 75 Johnson street. mar11-1w

WANTED—A respectable young woman wants work by the day. Apply to C. P., 35 View street. mar10-1w

WANTED—A strong lad at 39 Store street. mar10

WANTED—GOOD MALE AND FEMALE Help, for all sorts of positions. See our lists, if you are in need of work. Geo. Bingham, 34 Government street, City. m6-1m

WANTED—A good steady Boy to learn blacksmithing. Apply at the British Columbia Iron Works, Store street. m6-1m

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The company are now prepared to fill all orders promptly of the best Granite and at the lowest possible prices.

This granite is perfectly free from all iron rust, black knots and other imperfections. Samples furnished on application and prices quoted. For further particulars apply to

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TO RENT.

ONE or two handsomely furnished rooms to let, with use of kitchen, etc. Apply at Superior street, James Bay, behind Government buildings.

TO LET—New four roomed house to let and furniture for sale. Furniture in use only four months. Ira Foster, No. 1 Kingston street.

TO RENT—Furnished or unfurnished rooms in private house, with board if desired. Apply at Humboldt street, city.

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VICTORIA, B. C.

Good Openings for Investments.

So numerous are the opportunities for safely investing capital in this long established city that we can only make a brief mention of a few of the most prominent ones.

In the first place Victoria is not a city built last year or the year before that, but has been steadily growing in size, wealth and importance for the last forty years. When a bona fide industry comes to Victoria, it comes to stay, and if necessary the City Council contributes largely to that end. In the past year bonuses have been given to several large manufacturing concerns, and the citizens are always prepared to help any industry which will be of material advantage to the city.

The surrounding country abounds in the best of agricultural lands, adapted to all classes of farming, horse, cattle and sheep raising, the latter an industry which ought to be more extensively developed, as our main supply of mutton now comes from the United States.

Large amounts of money could be advantageously used in developing the natural resources of this wonderfully gifted province, the mines of precious metals, coal and iron, the quarries of marble and granite, the great timber claims still to be taken up. Then again, the waters abound in an abundance of fish of all varieties, far more valuable fisheries than those of the Atlantic Ocean, because they have never been thoroughly fished, the salmon being the only fish largely sought after.

We can think of no manufacturing interest that would not pay. Woollen flour and paper mills and more lumber mills might be especially mentioned.

We claim to be the leading Real Estate Brokers and Financial Agents of Victoria, and will receive moneys from foreign investors, giving their business the most careful attention.

☞ Maps, plans, specifications or any information cheerfully furnished on application.

☞ Drafts may be sent through the Bank of British Columbia of London, England, or to Garesche, Green & Co., Victoria, B. C.

☞ Best of references given.

Advantageous Position of Victoria.

A reference to the map of the world will show at a glance, that not only are the distances comparatively favorable across the ocean to Japan, China and Australia, but the direction of the trade winds, the open harbors and vast coal fields must be taken into consideration. Moreover, now that the Grand Trunk road is an accomplished fact—a road that links the Pacific Ocean with the system of the St. Lawrence navigation on the Eastern side of the American Continent, and traverses, en route, one immense region rich in the products of the soil and wealth of minerals—it is impossible to overestimate the growth of the widely extended commerce that must of necessity follow.

The town site rises gradually from the water until it reaches a higher level, where will be found the principal business streets. These streets in turn stretch away beyond, and on to still gradually rising ground, where are located some of the principal residential houses. In London, the metropolis of England, the seat of government is removed a short distance, namely to the Court of St. James at Westminster; and so here the seat of government is removed across the bridge to the Westminster of Victoria, on James Bay. Another "arm" of the harbor extends in a northerly direction three miles inland, reaches nearly to Esquimalt, the headquarters of the British squadron.

Turning to the map of Victoria, it will be seen that she commands the whole of the rich sounds, gulfs and inlets which spread themselves for hundreds of miles around, tapping the vast regions of undeveloped wealth that centre to these deep waters down countless canyons and sloping valleys; whilst not only is she the first port that greets the hardy argonaut on his safe return to shore, but Vancouver, New Westminster, Wellington, Nanaimo and Whatcom on the north and east, and Olympia, Oakland, Port Angeles, Tacoma, Seattle and Port Townsend from the south, with all the other places rapidly growing into importance along these shores, must pass through her gateway.

As showing the importance of her geographical position, the English Government made it a condition precedent to the granting of the large subsidy to the line of steamships to China and Japan that all their boats, outward or inward bound, must call at Victoria.

Moreover, not only is it the seat of the Provincial Government, but the Home and Dominion Governments also have vast and special interests in Victoria, where are located strong fortifications, with extensive victualing yards, naval yards and coaling stations established as the headquarters for the British fleet in the Pacific waters.

Such, then, briefly, is her important geographical position for commerce and trade and naval and military defense, nor is her position for health and enjoyment, as a residential centre, less attractive.

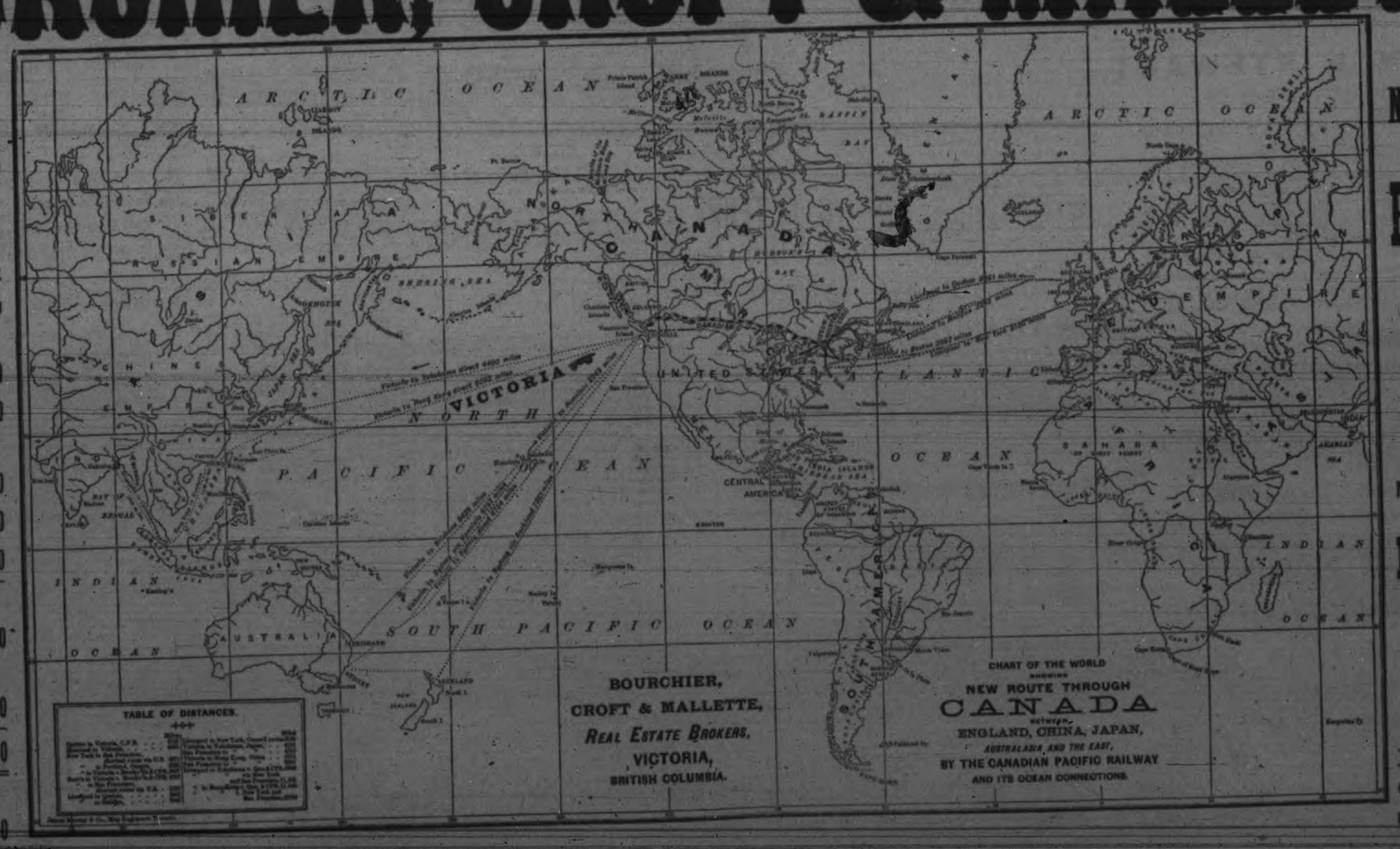
BOURCHIER, CROFT & MALLETTE,

Exports and Imports

FOR 1889.

Exports from Port of Victoria, B. C., for year ending 30th June, 1889:—

Gold	$488,746.00
Fisheries	987,633.00
Animals and Produce;	372,686.00
Manufactures	30,614.00
Miscellaneous	10,000 00
Goods the produce of B. C.—	$1,889,679.00
Goods not the product of B. C.	58,805.00
Grand Total.	$1,948,484.00
Total Imports,	$2,913,198.00



NOTE the ADDRESS:

Bourchier, Croft & Mallette

NOTARIES PUBLIC

Real Estate and Financial Brokers

Choicest Farming Lands and Timber Claims in British Columbia for sale.

REAL ESTATE and FINANCIAL BROKERS,

GOVERNMENT ST. VICTORIA, B. C.